Weather
Probably showers today. The maximum temperature yesterday was 76.8 and the minimum 64.8, the figures for the corresponding day last year being 85.6 and 62.1.

THE CHINA PRESS
大陸報

Today's paper consists of 42 pages in three sections

NO. 2475 VOL VIII. Registered at the Chinese P. O. for transmission "with special marks privileges in China" 未年八月初五日 SHANGHAI, SUNDAY, SEPTEMBER 28, 1919 大正四年 第三種郵便物認可 20 CENTS

ARTICLE X SOLE ISSUE IN SENATE, WILSON DECLARES

Clause Of Covenant, He Says, Must Be Accepted Without Reservation

IS GIST OF TREATY

Norway To Get Political Suzerainty Over Lands Of Spitzenbergen

(American Wireless Service)

Denver, Colorado, September 26.—President Wilson said that all minor objections to the peace treaty had been disposed of and the whole discussion had settled down upon the League of Nations Covenant guarantee of Article X. He said that the adoption of a reservation like that proposed in the Senate would be equivalent to rejection of the treaty.

Award To Norway

Paris, September 26.—The Supreme Council has approved the report of the Spitzbergen commission granting Norway political suzerainty over the Spitzbergen Archipelago, the chief value of which consists in the Norwegian owned coal mines. Norway who is closer than any other nation claiming the territory had waived her claim before the Commission reported.

The Supreme Council has decided that the Kong territory in Northern Mozambique, part of the former German colonial possessions shall be given to Portugal.

Debate In Chamber

(Reuter's Service)

Paris, September 24.—In the Chamber of Deputies today in the course of the debate on the peace treaty, M. Pichon, Minister for Foreign Affairs, upheld the right of the British Dominions to the membership of the League of Nations. He declared that France had no colony comparable to the British Dominions which had raised nearly 3,000,000 men for the war.

ARMENIAN PRESIDENT APPEALS TO AMERICA

Country Facing Extermination Needs Aid, Not Investigation, President Says

(French Wireless)

Wireless from Lyons, September 24.—Paris, September 23.—An Erivan message to the American Red Cross in Paris states that President Khatition of Armenia, at a dinner to representatives of various American relief organisations, said that Armenia feels that the time has come for action on the part of the United States and the Allies, not for further investigation. Armenia has fought consistently on the side of the Allies, and now ten months after the conclusion of the armistice she is on the point of extermination and the Allies are not protecting her. Armenia needs troops, not investigators. While we understand the United States hesitation to enter an untried field of effort, the Armenian question will soon be settled by the programs of Enver Pasha and Mustapha Kamer if America or the Allies do not act promptly. Armenia has received a succession of visitors and investigators, all of whom have made reports and have expressed hopes. President Khatition added that Armenia still hoped for help but had to mobilise all her resources and would seek to defend her life, without outside help on her restricted territory.

Senate Investigating Steel Strike In U.S.

(American Wireless Service)

Washington, September 26.—The steel strike situation is unchanged. The Senate committee has begun its inquiry into the circumstances of the strike.

Daylight Saving Ends At Midnight Tuesday

Tuesday at midnight the clocks go back an hour and the daylight saving program in force during the summer months will be a thing of the past. The reversion to the old time comes after nearly six months of the summer scheme. Tientsin and other outports will also revert to old time at midnight on Tuesday.

Clemenceau And Foch Both May Visit U.S.

Proposal That Premier Make Trip To America Receives General Approval

(Reuter's Service)

Paris, September 24.—A leading topic of conversation in Paris is the report that M. Clemenceau intends to accompany Marshal Foch on his visit to America. The suggestion has been received with unanimous approval.

CHINA'S CHIEF DELEGATE LEAVING FOR HOME SOON

Believed Wellington Koo Will Be Named To Act In Paris For Lu Cheng-hsiang

(From Our Own Correspondent)

Peking, September, 24.—Lu Cheng-hsiang, China's Chief Delegate at Paris, has reported by wire to the Government that he would start East on the 30th of this month. The various quarters in Paris have been informed that Wellington Koo will be appointed as Acting Chief Delegate in his place, the Government being expected to announce this appointment soon.

Lu Cheng-hsiang further reported that the Paris Peace Conference had referred the Bulgarian and the Turkish peace treaties to the delegations of these two countries for signing. As China had never had any treaty relations with these two countries, and took no action against them when war was declared on the Central Powers, she, as the other countries which had no relations with them, need not sign the treaties.

Wants Lawyer In Paris

(Reuter's Pacific Service)

Peking, September 23.—Chinese papers report that Mr. Lu Cheng-hsiang has requested the Government to attach a qualified lawyer to the Chinese delegation, in anticipation of disputes on questions of international law. Mr. Lu says that each of the foreign delegations has a legal expert attached to it.

Demobilise Specials On December First

Police Reserve Force Will Probably Be Formed; Winter Schedule Starts Wednesday

After 17 months of efficient service the Special Constables Branch of the Shanghai Municipal Police is to be abolished on the first of December. By that date a sufficient number of recruits and men returning from the war will bring the personnel of the regular force to the required numerical strength. It is expected that a police reserve will be formed so that present members of the Specials Branch will be available for duty in emergencies.

Beginning Wednesday two shifts of Special Constables will be on duty every third night instead of one shift every fourth night as is the case under the summer program. This means that Specials will be on the streets from 6:30 until 8:30 and from 8:30 until 10:30 nightly.

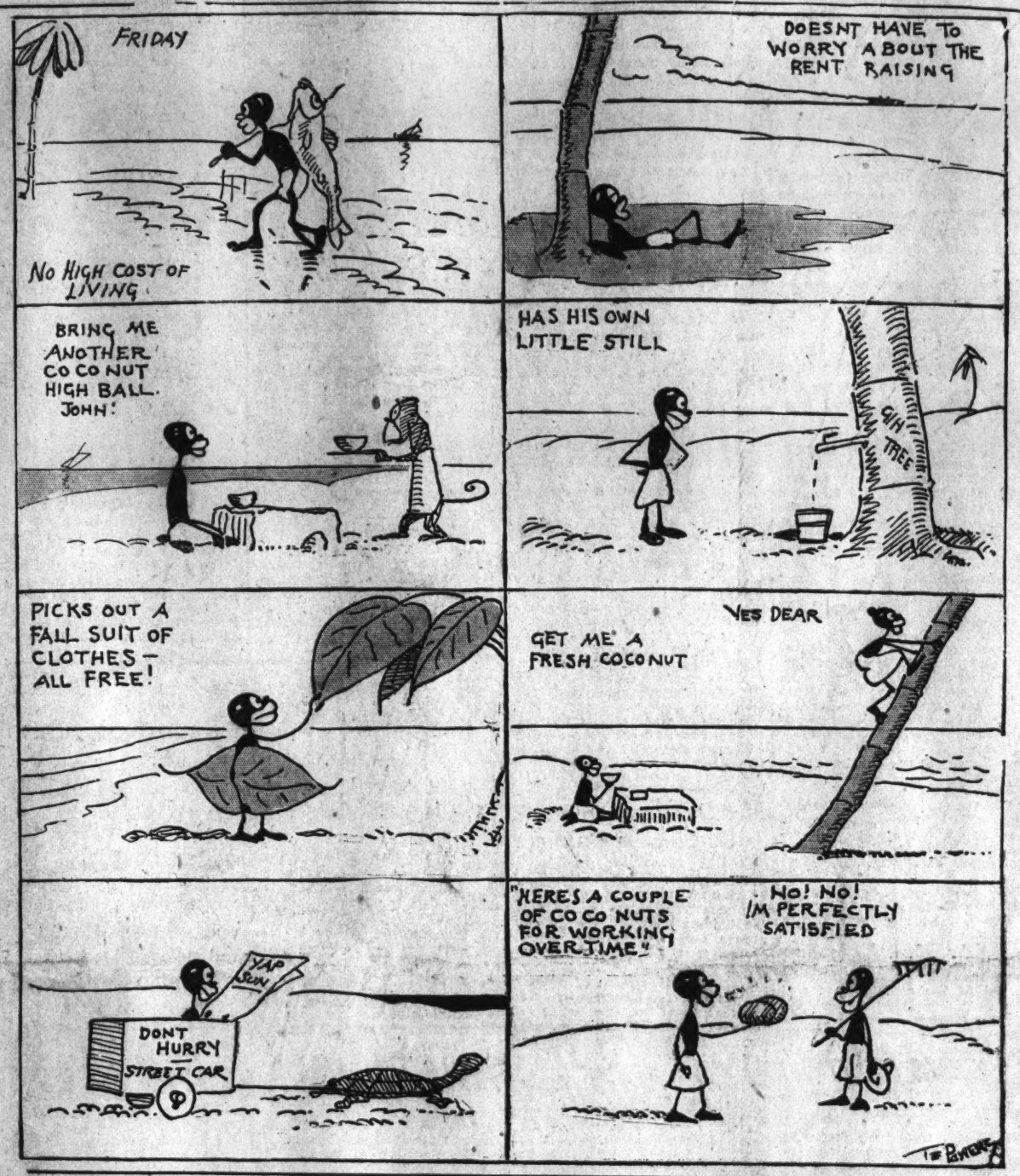
But three divisions will be maintained until the first of December. These are at Sinza, Louza and Hongkew.

AMERICAN MAIL ARRIVES

American mail brought by the Manila Maru and trans-shipped from Japan arrived at the American post office yesterday. It amounted, however, to only two sacks of letter mail and 20 of newspapers and periodicals.

The next outgoing mail, which closes at 9 o'clock Monday morning, goes direct to the States and is to be unloaded at Seattle.

Let's All Go To Yap — Our Little Isle In The Pacific — By Tom Powers


FRIDAY
NO HIGH COST OF LIVING
DOESNT HAVE TO WORRY ABOUT THE RENT RAISING
BRING ME ANOTHER CO CO NUT HIGH BALL. JOHN!
HAS HIS OWN LITTLE STILL
GIN TREE
PICKS OUT A FALL SUIT OF CLOTHES — ALL FREE!
GET ME A FRESH COCONUT
YES DEAR
YAP SUN
DONT HURRY
STREET CAR
"HERES A COUPLE OF CO CO NUTS FOR WORKING OVERTIME"
NO! NO! IM PERFECTLY SATISFIED

FIUME SETTLEMENT IS IN HANDS OF WILSON

If He Agrees, Problem Of Dalmatian Coast Will Be Solved

(French Wireless)

Paris, September 22.—The next step in the Fiume situation appears to be up to President Wilson. On Wednesday the American Delegation sent a telegram to President Wilson asking for his stand upon the latest proposal of the Italians to give Fiume to Italy, with port facilities free under the League of Nations. The President should have received this message on Friday or Saturday, and the American Commission is awaiting his reply before stating its stand upon the proposed settlement, which England and France are favorable to. Should he agree to the proposal, settlement of the Dalmatian question appears to be near. Should he disagree, the situation will be more complicated than ever.

EXCHANGE ON U.S. UP; NO CHANGE IN STERLING

Quoted Rate On America Rises To 131 But Big Transactions Are Made At 136

While the official exchange quotation on London was given as 6s. 3d., no rise since Friday, the rate on America rose from 130 to 131 which meant that American dollars in big amounts were sold at even better than 136. It was possible to get a 6s. 6d., rate on London.

The official demand rate on America was 131¼ which meant that for Mexican $102.82 a draft for $100 in United States currency could be purchased.

Exchange, New York on London, showed a change. The pound sterling was worth little over $4.24 yesterday. Its value was G.$4.18 on Friday.

Hunan's Governor Celebrates His Birthday

(China Press Correspondence)

CHANGSHA, September 22.—Governor Chang Ching-yao has just celebrated his fortieth birthday. Plans for this eventful occasion were laid many weeks ago, and they were concerned chiefly with devising methods for encouraging the already over-taxed and long-suffering public to contribute generously in honoring the governor on this important anniversary. A bureau was established to receive the gifts which were solicited by public notices and the governor's agents. The hoped-for gifts were divided into classes, the highest class being those valued at over $1,000, and the lowest class less than $100. A special building was erected to hold and exhibit these evidences of popular esteem, and it is reported that famous actors from Peking were to be engaged to make the day more memorable.

But the celebration was not carried out as originally planned due to the fact that when the soldiers heard of all that was being done, they made the suggestion that if the governor were able to celebrate in such an ostentatious manner, he might be able to make certain advances on their pay, which is several months in arrears. This suggestion with the implied threat caused a change in plans, so that the day passed in a much more quiet manner. The amount realised from gifts has not been made public, but it is seen to be no mean sum when the value of the solid silver idols and elaborate silver dinner sets, for example, and the genuine gold bricks are taken into account, in addition to the money tax which was practically levied on the majority of the shops in the city.

Metz Gives Welcome To Marshal Joffre

French Commander Is Greeted By Dignitaries And Lines Of School Children

(French Wireless)

Paris, September 26.—(Via Lyons and Koukaza).—Marshal Joffre arrived at Metz by special train at 5:30 p.m. on Thursday. He was received on the station platform by the general officer commanding, the secretary general of the commissariat of the republic and M. Previl, Mayor of Metz. Fifty children of Pont-a-Musson returning from the school colonies of Thionville were lined up at the station, in front of which a guard of honor have been formed. Marshal Joffre, who was heartily acclaimed, motored to his hotel. In the evening the commissary of the republic gave an informal dinner party in the Marshal's honor.

Lyons Autumn Fair To Open In October

First Event Will Be Banquet For Distinguished French And Foreign Guests

(French Wireless)

Paris, September 26.—(Via Lyons and Koukaza).—The Burgomasters of Brussels and Charleroi, and the Mayors of Mulhouse and Colmar and of the two martyr cities and Saint-Quentin will come to Lyons for the inauguration of the first autumn fair which opens on October first. The same evening a banquet will be given at the Hotel de Ville in honor of the distinguished French and foreign guests. The Netherlands Government has set up at the Ministry of Commerce a patronage committee of the Lyons Fair and is organising a regular train service to Lyons. The Swedish Government is also taking official part in the Fair.

AIR DERBY ROUND WORLD PLANNED IN NEW YORK

Two Million Gold In Prizes To Be Offered; Conditions To Be Liberal

(French Wireless)

Paris, September 26.—(Via Lyons and Koukaza).—According to a telegram from New York the Aero Club announces that plans have been made for organising an Air Derby round the world. The prizes will probably total G.$2,000,000. The regulations to which participants will have to conform are very liberal. Participants can use as many machines as circumstances require in order to complete the circuit but they must register in their own name. The regulations allow participants to make the circuit in various stages and they will have the choice of routes across the Atlantic and Pacific by Newfoundland or Greenland, Alaska or Kamtchatka across the Bering Strait.

OFFICIALS IN SHENSI IMPOSING OPIUM TAX

Question Of Cultivation Of Drug To Be Investigated By Provincial Bodies

(Reuter's Pacific Service)

Peking, September 23.—Various organisations in Shensi are at last taking up the matter of the general cultivation of poppy in that province and have telegraphically reported what has been known in foreign circles for some months that in spite of recent mandates and old laws, Tuchun Chen Shu-fan and the Civil Governor are levying an opium tax on all land in the province and that in order to pay this tax many farmers are practically forced to grow poppy. They ask the Government to deal with the matter.

BRITISH PUBLIC UNPREPARED FOR RAIL ULTIMATUM

Crisis Of Dispute Over Wage Question Develops Overnight

REFUSE PROPOSALS

Standardisation Plan Of Government Rejected By Workers

(Reuter's Service)

London, September 24, 3:45 p.m.—The reassuring statements in this morning's newspapers regarding the railway situation did not prepare the public for today's railwaymen's ultimatum to the Government.

The dispute centers round the Government's proposed scheme for standardising wages under which, according to the Railwaymen's Executive some grades of railwaymen will suffer a reduction up to 14 shillings a week. The National Union of Railwaymen today refused the government's standardisation proposals and informed the Ministry of Transport that in the event of a further offer not being received by noon on Thursday, it would call a strike.

There have been prolonged negotiations on the subject of standardisation, which is an enormously difficult problem owing to the fact that there are 128 grades of different variety. Mr. J. H. Thomas declares that the Government agreed that standardisation should be upward and that the settlement with the locomotive men incorporates this but that the proposals for the other grades do not.

Geddes In Conference

Sir Eric Geddes, Minister of Transport, conferred with the Premier at Downing Street this morning.

Shortly after the publication of the ultimatum, the Government issued a reply stating that the action of the Railwaymen's Executive in delivering an ultimtum on the very day on which the powers of the Board of Trade were transferred to the Ministry of Transport appears quite unjustified. An advance in wages applied to the whole railway staff, the Government proceeds, would involve the companies in an estimated additional permanent expenditure of over 45,000,000 sterling annually, as compared with pre-war costs, and this would not include any portion of the war-wage which might be continued under the agreement of last March. If the companies were worked on a commercial basis this increase could only be met by a very substantial increase in goods and passenger rates. It is estimated, the Government declares, that the other concessions already granted cost another £20,000,000 annually making a permanent annual increase of £60,000,000 on the pre-war paybill of £47,000,000. Passenger rates have already been advanced 50 percent in the case of ordinary bookings and this might have to be extended to all passenger fares. It is certain that, in order to meet the increased pay, goods rates would have to be substantially advanced probably by over 50 percent and such an increase must naturally be borne by the community and the country's export trade.

No Change Until December

The Government's statement concludes by pointing out that under the existing agreement between the Government and the National Union of Railwaymen no man can be worse off than he is today until the end of December.

6:45 p.m.—In spite of the Government's statement, Mr. J. H. Thomas announces tonight that the National Union of Railwaymen has unanimously decided to strike, as from noon on September 26, unless a new offer is received from the Government.

9:45 p.m.—The Cabinet sat for nearly three hours this afternoon and discussed the railway position for over an hour. After the Cabinet meeting the Government communicated with the National Union of Railwaymen pointing out that a misunderstanding apparently existed with regard to the continuance of the war wage.

Sir William Marwood, representing the Ministry of Transport, stated that this communication would provide a basis for re-opening negotiations if the Union Executive were willing, and that the outlook was therefore more hopeful.

COMPETITION ON TODAY FOR AMERICAN CO. CUP

Shooting Classic Ends Three-Day Camp; Company 'At Home' This Afternoon

Members of the American Company, S. V. C., will entertain their friends this afternoon at the Rifle Range where they have been camping since Thursday night. Tea will be served and will follow the final round of the American Company cup shoot. The shooting program started in the rain yesterday will be continued this morning and afternoon. The American Company cup shoot starts at two o'clock.

Last night it was intended to have a regular campfire sitting, but although the big fire was burning merrily from eight o'clock onwards, the weather was too bad for the men to listen to others or sing themselves in the rain, so everyone moved into the hall and a right good entertainment was thoroughly enjoyed. Private Heen was a host in himself with his musical instruments and his pleasant voice. He delighted the company with numerous selections and still the unanimous cry was for more.

With the arrival of Jack Raynes the fun became fast and furious. Jack had brought some of the very latest songs, and the way he put them over roused the audience to enthusiasm. He then made everybody sing, officers and all, and this proved to be as popular an item as all the rest of the program. Mr. Graham-Barrow gave a short talk and one or two recitations. Mr. Fitch had a big call for his song, "For My Country" and the chorus was taken up with the greatest gusto. Mr. Porterfield came into the limelight with a wonderful wing and buck dance. He was made to caper about until he was exhausted. Altogether it was a merry evening and enjoyed by everyone present.

JAPANESE AGGRESSION DEVELOPING IN KIRIN

Changchun Incident Is Used As Pretext For Sending Police Into Kwangtelin

(From Our Own Correspondent)

Peking, September 24.—The Japanese have been trying to seize the police rights in Kirin for a long time, but they have been unsuccessful as the Chinese authorities have taken every precaution against their aggression. Under the pretext that no settlement has so far been reached regarding the Changchun incident, the Japanese authorities have now despatched a large number of Japanese policemen into Kwangtelin, regardless of Chinese police rights. The Chinese Diplomatic Commissioner in that district has sent to the Japanese Consul a protest, but the latter has entirely ignored it. It is feared that the Japanese may take further action in violation of Chinese sovereignty if the settlement of the Changchun affair is postponed longer.

As yet, also, no solution has been reached concerning the six demands presented by the Japanese Minister in connection with the Sino-Japanese trouble in Changchun. The Kirin Provincial Assembly and the other public bodies have wired to the authorities of the three Eastern provinces suggesting a local settlement of the question. They sympathise with General Chang Tso-lin in opposing the Japanese demand that the Inspector-General of the three Eastern provinces should offer apologies at the Japanese Legation in person, as it is unfair and unjust for China alone to offer apologies and pay compensation to the Japanese when the incident was the result of misunderstandings on both sides.

General Chang Tso-lin has requested the Government to define the functions of the Inspector-General of the three Eastern provinces, and for that reason negotiations between the local Chinese and Japanese authorities respecting the incident have not yet been concluded. However, according to a Mukden telegram, Mr. Akatsuka, Japanese Consul-General at Fengtien, returned to the latter city on the 23rd of this month from Port Arthur, after having consulted with Baron Hayashi, Civil Governor of Kwangtung, on the Changchun question.

TO OPEN NEW TEA ROOM

The formal opening of Marcel's new tea room at 243 Szechuen Road will take place Tuesday afternoon. A reception will be held from four until six o'clock.

RENTES STRONG ON BOURSE

(Reuter's Service)

Paris, September 24.—On the Paris Bourse today French rentes were well supported. There was a further decline in exchanges on New York and London.

FIRE AT OLD GERMAN BANK

A short circuit set fire to gas in a pipe at the rear of the Bank of Communications, 14 The Bund, formerly the Deutsche-Asiatische Bank, last night at 10:40 and when the department arrived, the gas was forcing the flame to the bamboo scaffolding in the rear. The blaze was discovered by a fire department watchman. There was no damage as the firemen smothered the blaze with spray nozzles until the gas was turned off.

News Brevities

The U.S.S. Monocacy arrived in Shanghai from Sungkiang yesterday at noon and anchored at the P. and O. buoy opposite the Shanghai Club.

* * *

The women of Manila have organised for an intensive campaign for prohibition. The provincial branches of the Manila Women's Club will aid in furthering the campaign throughout the Philippine Islands.

* * *

Mr. P. Legendre, acting secretary, has been named secretary of the French Municipal Council. The appointment dates from October first.

* * *

The roof garden of the Manila Hotel is to be abolished and the space will be utilised for rooms. At the annual meeting held on Saturday, September 6, it was announced that the stock of the Manila Hotel Company is 59 percent above par. The net profit of the hotel for the first eight months of this year was nearly G. $45,000.

* * *

Cantor E. M. Frankel will officiate at the Royal Asiatic Society Hall next Saturday night when the feast of Yom Kippur will be observed by the Jewish community.

* * *

While he was in Seattle, David Z. T. Yui, general secretary of the Y. M. C. A. in China, visited the Foreign Trade Bureau of the Chamber of Commerce and discussed the proposed plan of arranging commercial scholarships for Chinese students at the University of Washington. This is the plan initiated by the China Club and under consideration by the Chamber through the Foreign Trade Bureau.

* * *

Copies of magazines devoted to foreign trade subjects have been placed on file in the high school libraries of Seattle by the publishers at the suggestion of the Foreign Trade Bureau of the Chamber of Commerce. Growing importance of foreign commerce in the development of the city led to the request.

* * *

The Cotton Millowners' Association will hold its annual general meeting at the association headquarters, Hongkong Road, Tuesday morning at 11 o'clock.

* * *

The eighth annual general meeting of the Cotton Anti-Adulteration Association will be held Tuesday at noon.

* * *

The British Postmaster desires to acknowledge with thanks the receipt of books, magazines etc., for H. M. Forces from Mesdames G. Van Cortlandt, A. Brady, Ed. White, H. H. Girardet, Dr. N. H. Bolton, Messrs. P. Ayres, E. Loureiro, T. E. Poignand, A. Collins, P. Lessner, Butterfield and Swire, H. B. M. Postal Agent, Tientsin and "A. W. L."

* * *

Girl twins were born yesterday at the Victoria Nursing Home to Dr. and Mrs. J. C. McCracken.

* * *

According to Manila papers, a commercial high school supported by the Chinese community of the territory is about to be established. Land for the buildings has been secured on Taft Avenue and 100,000 pesoes have been subscribed for the cause. Construction work will begin in about two months. The cost of the building will aproximate $300,000.

Gold From New York Consigned To Orient

(Reuter's Service)

New York, September 24.—Gold valued at $520,000 has been engaged for shipment to the Far East.

" ROBERT "

DIAMONDS, PEARLS, PRECIOUS STONES, ANTIQUES AND CURIOS.

F3 Bubbling Well Road
(Opp. The Race Course)

RESUME SONG SERVICE AT PALACE NEXT WEEK

Reorganisation Will Bring Innovations For Weekly Meetings Of Americans

Following a reorganisation, the American Song Service which has been a unique Sunday feature of life in Shanghai for two years past, will hold the first meeting of the Autumn next Sunday at the Palace Hotel. Dr. J. C. McCracken has taken the chairmanship of the movement for the coming year and will be assisted by Mr. Horace Vanderbeek, vice-chairman in charge of special activities. Mr. M. T. Stauffer will be in charge of the programs and entertainment.

The Executive Board announces that a weekly bulletin will be published and mailed free to every American in Shanghai. It is intended to carry news concerning Americans, a short summary of the address given the preceding week and matter of general interest. There are already 800 names of Shanghai Americans on the mailing list.

The attendance in the past has averaged between 250 and 300 each Sunday afternoon. The aim this year, with the rapidly increasing American population of Shanghai, will be to exceed the 300 mark regulary.

The program for the opening meeting will be announced in a few days. It has already been decided to shorten the formal part to 45 minutes and devote one-half hour to a get-together meeting at which all the new arrivals since the last meeting in June may become acquainted. A different speaker will be heard each Sunday and his talk is to be an address and not a sermon. The singing of American songs, however, is the feature from which the Service took its name and the thing for which many are attracted.

An athletic program is planned for the year and the Song Service will have at least two teams if a basketball league is formed.

Mr. Dawson Guest Of Chinese Bankers

In honor of Mr. Ralph Dawson, retiring manager for the Far East of the Asia Banking Corporation, the Chinese Bankers' Association gave a dinner at the association headquarters, Hongkong Road, last night. Mr. Sung Han-chang, manager of the Bank of China, presided. Other guests of the occasion were Mr. R. Buchan of the Asia Banking Corporation and Mr. J. B. Powell. Mr. Dawson leaves here for the United States next Wednesday.

Representatives of the Bank of China, Bank of Communications, the National Commercial Bank, Ltd., the Chekiang Industrial Bank, Ltd., the Shanghai Commercial and Savings Bank, Ltd., the Salt Industrial Bank, the Chung Foo Union Bank, Ltd., the Bank of Canton, Ltd., the King Chen Banking Corporation, the Chung Hwa Commercial and Savings Bank, Ltd., and the Sin Hwa Savings Bank attended.

Mr. W. G. Avery, the new manager of the Asia Banking Corporation, was unable to attend on account of previous engagement.

Firemen Will Drill Tuesday Afternoon

Four Teams To Compete In Monthly Efficiency Tests At Thibet Road

Finals in the monthly efficiency competition for members of the Fire Department will be held Tuesday afternoon at 5:30 o'clock on Thibet Road near the Yin Ping Shang Hotel. The competition will be a motor pump drill by teams of five men.

Four teams will compete including two from Central and one each from Hongkew and Sinza Divisions. The Central Division teams will be selected from the Honan and Soochow Road stations and the fire boat.

Delayed Launching Is Held At Glasgow

Light Cruiser Despatch That Recently Jammed On Ways Takes To Water

(Reuter's Service)

London, September 24.—The light cruiser Despatch was successfully launched at Glasgow today.

The Despatch was to have been launched on September 10 but the vessel jammed on the ways and the launching had to be abandoned.

Victoria Is Visited By Prince Of Wales

(Reuter's Service)

Victoria, B. C., September 23.—The Prince of Wales crossed to Victoria from Vancouver in a Canadian Pacific steamer. He was received by a flotilla of motor boats at the entrance of the harbor and a huge cheering crowd at the pier.

LAW SUIT IN KIANGSU HAS INTERESTING ANGLE

Appeal Taken In Case Won By American In Court Without Foreign Representation

(Reuter's Pacific Service)

Peking, September 23.—An interesting case has arisen at Kiangsu where an American citizen some eighteen months ago secured a verdict in a case against a Chinese. An appeal was lodged and the case has been set down for retrial before the Chief Provincial Court, in which a foreign Assessor can take no part.

Hitherto it has been held that such appeals should go before the Foreign Commissioner in order to give foreign representation at the appeal, without which the verdict of the Appeal Court would perhaps be the cause of tedious diplomatic negotiations. Incidents like this are very inopportune at a time when China is striving for a revision of the extraterritorial laws, for they tend to show what unreasonable delays may occur in the process of Chinese law.

This particular case was a very clear one and it was a matter for general surprise that the appeal was allowed at all.

Jazz Band Make Bow At Astor House Dance

An acrobatic drummer, a pianist that can't keep still a minute, regular jazz banjo and saxaphone players and—a lady violinist; such was the jazz orchestra introduced at the Astor House last night when the new dining room was officially opened as a ball room.

The new combination will prove popular as Thomas Hoffman, the drummer is an attraction in himself. Hoffman is armed with a dozen drumsticks and uses them all. His drum is illuminated and he has every sort of noise-producing instrument alleged to add effect to the so-called jazz. And he has no less than 15 hats which he wears.

The new orchestra is under the leadership of Fred Lynch and, in addition to Hoffman, includes Miss Viola LeClaire, violinist, Oscar Young at the piano and Art Faulkner wit the saxaphone.

The management announces that daily concerts will be given in the hotel lounge by the new orchestra until the tea dansants start. The concerts will be from five until seven o'clock. A special dinner and ball will be held next Saturday night. Applications for reservations may be made to Mr. J. Klass, assistant manager.

LIQUIDATION SALE

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Proposals will be entertained for the purchase of the business as a going concern.

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CASH CAPITAL, G. $3,000,000.00

ASSETS, JANUARY 1, 1919.

Cash on hand, in Bank, and with Agents	G. $ 3,182,795.96
Stocks and Bonds	15,356,125.46
Real Estate, unincumbered	637,734.42
Loans on Real Estate	106,500.00
Loans on Collateral	200,000.00
Accumulated Interest and Rents	131,575.59
Reinsurance due on Paid Losses	91,466.42
TOTAL CASH ASSETS	G. $19,706,197.85

LIABILITIES.

Cash Capital	G. $ 3,000,000.00
Reserve for Outstanding Losses	1,083,744.99
Reserve for Reinsurance	7,601,014.04
Reserve for all other Claims and Liabilities	515,026.50
TOTAL LIABILITIES	G. $12,199,785.53
Net Surplus	G. $ 7,506,412.32
Surplus to Policy-Holders	G. $10,506,412.32

Total Losses Paid since Organisation of Company, G. $91,623,036.51

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CHEVROLET

It cost me only a Thousand Taels

and so far as Comfort, Appearance, and Economy of Upkeep and Operation are concerned, it's the equal of any car for which I should have had to pay twice the money. Take it from me, Sir, the Chevrolet is THE car for the man of moderate means."

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Our London Letter

Remarkable Effects Of Shipping Control---British At Cologne ---Goodwood Again---A Touch Of Bolshevism

(*From Our Own Correspondent*)

London, August 5.—Remarkably high prices are being paid for steamers sold by auction without any restriction as to the flag under which they are to sail. I was present at a sale a few days ago in the Merchant Hall of the Baltic Exchange when £118,500 was paid by a firm of Norwegians for the Sangara, 2,497 tons, built in 1900. Another vessel, the Orion, 3,171 tons, built in 1898, was bought by a Spanish firm for £75,000. Several other "lots" changed hands at similar fancy prices to Spaniards. As against these figures a number of steamers which were sold on the Exchange and bidding was confined to persons entitled to own British ships, failed to realise as much as £10,000 in any one instance. The reason of course is that freights are still controlled in British ships, but there are no such restrictions under foreign flags. In the latter case owners have the chance of making a fortune under present conditions of shipping in a very short space of time.

Goodwood Again

Goodwood Races, the annual event that is supposed to mark the end of the London season, was a greater festival of pleasure this year than ever before in its history. Many who were present on this occasion recalled August 2, 1914, and the whisper that ran round the enclosure and the stands that Austria had declared war upon Servia. There was then a hurried departure of some public men for London, and a cloud seemed to fall upon the gay company.

In the interval since that day what a mighty upheaval in the world! But there was nothing to suggest it this week end. The fashionable crowd was bigger than in former years, and more fashionable if that be possible; and one looked in vain for a khaki uniform or a touch of hospital blue. It might have seemed that there had never been the nightmare of the world war.

Almost the sole reminder that things have happened was the capacity of the taximen who charged a sovereign for the six miles' ride from Chichester to Goodwood course and the same amount back. Before the war you could get there on a charabanc for half-a-crown, and for twice that sum in a motor. This blackmailing did not improve the tempers of those racing men who backed the wrong horse.

On The Rhine

An officer friend back from Cologne gave me some interesting bits of gossip about conditions there under the British occupation. There is plenty of gaiety, but it is confined to the English as the German folk appear to have lost all zest for social gatherings, theatricals, and the like. On the surface no sign of resentment is displayed towards the Army of Occupation.

The order promulgated at the outset that every German was to salute the British uniform has been modified to apply only to railway and other officials. The ex-officers of the runaway "All-Highest" are described as slinking about the streets clad in ill-fitting civilian clothes, but they have been able to retain something of their aggressive swagger, which is in marked contrast to the contemptible obsequiousness of the civilian population.

There is no lack of food at reasonable prices. Luxuries of all kinds may be had in abundance, and there is no dearth of purchasers as money is plentiful. A reminder of military rule comes at night, however, when every place of amusement has to be closed at ten o'clock.

The Police Strike

The police strike is not ended as I write, but it would seem that the back of this movement, which in essence is a challenge to the Government by a handful of people with Bolshevist principles, has been broken. "Order and good citizenship," as the Daily Mail puts it, "have routed anarchy."

The Police Bill, which passed the House of Commons three days ago, was the pretext for the strike; but the real object of the organisers was to apply the rule of the Soviet to the police force. The Bill refuses recognition of the Union, and the leaders of the Union called their men out under the mistaken belief that the Government would be compelled to yield. All that happened was that 1,000 policemen in London responded out of a total of 22,000. By their action these men have forfeited their positions, and, more important, their claim to a pension. They have simply brought disgrace upon themselves and serious loss to their dependents. In the provinces only a handful of constables have deserted their allegiance.

The Road To Ruin

The fact of the matter is that, following the strike last year when policemen undoubtedly had legitimate grievances as regards pay and pensions, the authorities have dealt fairly with the force as a whole. Now the men know when they are well off. The vast majority perceive that if a Union is allowed the right to call them out on strike at any time, political and social chaos must inevitably result.

We have an object lesson in Liverpool at the moment. There the criminal element instantly came on top as soon as the police in considerable numbers refused to carry out their duties, and destruction of property, rioting, looting and disorder were rampant within twenty-four hours. The public see that this is what would happen generally if the police were to receive orders from a so-called Trade Union.

Any attempt to apply Soviet rule to disciplined bodies must end in disaster to the country that tolerates it. We have seen what happened in Russia. British good sense will not submit to any similar experiments in this country.

The China Association

The China Association was late this year in holding the annual meeting which took place (July 30) as usual in the Board Room of the P. and O. Co.'s offices. Next year it is hoped that the practice of prewar days will be revived and the meeting held in March or April. Mr. F. Anderson, chairman of the Committee, who presided, did not give the impression that he is seriously perturbed by recent developments in China. The condition there has been described as serious, he said, but that is what has been said at any time during the last 40 or 50 years in reply to the question "How are things in China?"

If the Chinese Government are unstable as water, there is, said Mr. Anderson, a strong element of adaptability, solidity, and firmness in the character of the people of China. They have survived unsuccessful foreign wars, plague, pestilence, famine and floods, revolutions and civil wars, and still progress has been made—as, for instance, the development of railways of which there are now 7,000 miles, whereas no railways existed 30 years ago, while manufactures and the production of minerals are rapidly increasing.

Mr. Liang Chi-chao

One of the most interesting points in the speech was a reference to a conversation Mr. Anderson had with Mr. Liang Chi-chao, during his recent visit to this country. This distinguished Chinese said that he believed the time was approaching when China would be prepared to abolish likin in earnest, but in order that she may be able to accomplish this great reform successfully it would be necessary to modify some of the terms of the Mackay Treaty. Mr. Liang Chi-chao said that Treaty had the fault of giving too little and asking too much—in short, the all-round increase in the import tariff from 5 percent to 12½ percent would leave a deficit compared with the amount officially received from likin at present.

"If this be so," continued Mr. Anderson, "the deficit would probably be much greater if comparison were made with the actual yield of that levy. I understood that Mr. Liang Chi-chao did not suggest that there should be a higher average rate than 12½ percent, but that the duties should be classified, many of the principal articles to pay 12½ percent, others a less rate, some to be duty free, and that there should be a class to pay a higher rate. He also advocated the abolition of likin over a short term of years instead of attempting to make a sweeping change suddenly throughout the whole country."

Decision Is Awaited In Suit Over Wages

Suit brought by Mr. Bernard Bernson, a Russian employe, against Mr. A. R. Hager, local manager of the International Correspondence Schools, was heard at length in the United States Court for China yesterday, before Commissioner N. E. Lurton. All evidence was submitted and a decision will be rendered tomorrow morning.

Mr. Bernson asks Tls. 250 for one months' salary which he claims is due him. The defendant avers that the man was not hired on a salary but was to get a commission on all sales and since his sales amounted to practically nothing, he gets no salary, only the $7 commission he has already been paid.

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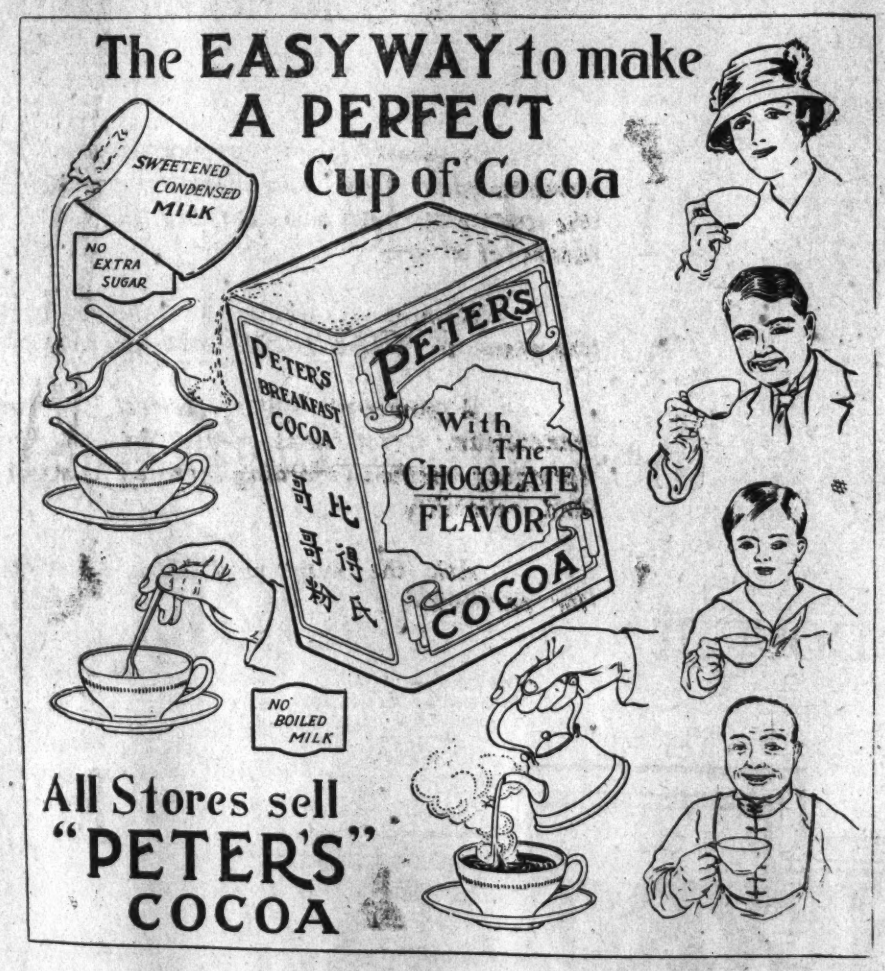

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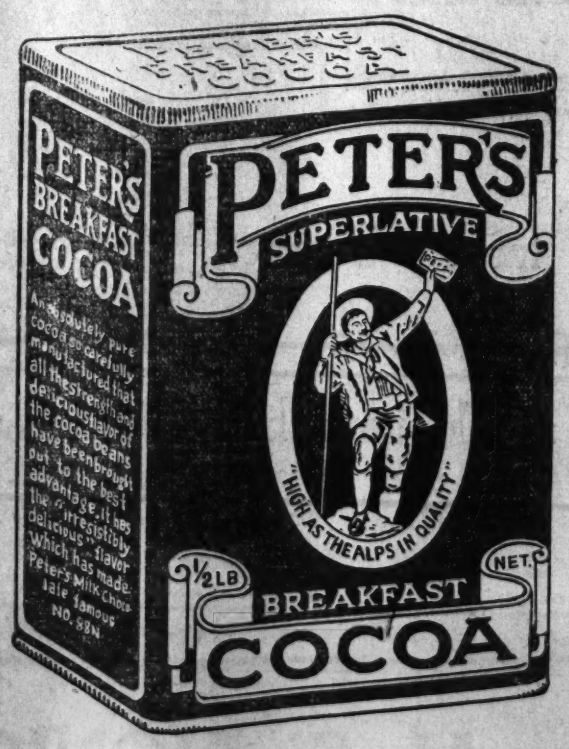

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Mystery Of Missing Diamond Solved By Movie Film

When fate, as it frequently does, takes a hand in staging a movie scene, the drama thus introduced from real life outthrills in most cases anything the scenario writer can offer. Every movie director has stories to tell of romance, mystery, comedy and tragedy that have crept into the pictures. Mob scenes naturally are the most productive of all in thrills born of accident and coincidence. Instances of long lost sons and daughters who have been recognised on the screen and subsequently found by their loved ones are common. There are incidents, too, of pickpockets caught at work by the camera and brought to justice by the evidence thus afforded.

One of the most remarkable stories of a mystery cleared up by a movie comes from the film, "Hell Roarin' Reform."

This movie was instrumental in restoring to a girl a diamond pin, highly prized for its associations, which had been missing nearly twelve years. The story, from real life, touches on war and what war brought to this girl. But for the fact that she was in the thick of the fighting on her errand of mercy she never would have seen "Hell Roarin' Reform." Had she not seen that picture—well, Tom Mix still would be wearing the diamond pin given to Major Vernon T. Winton by the late King Edward of England. Tom Mix still would be wearing it on his shirt front when he moved before the camera, in the hope that some day, somewhere, Edith Winton would see it—which she did finally, while she rested from ministering to the wounded in the shattered town of Ypres.

It all began twelve years ago, when Tom Mix was a member of the Texas Rangers. There come to Lubbock, Tex., at that time one Major Vernon T. Winton, British Army, retired, and his daughter Edith. Major Winton was a mining engineer, and was in the United States to investigate some properties for an English syndicate.

It became necessary for the Major to take a long trip into the mountains and he left his daughter at the ranch of friends outside Lubbock. Also he left in her care the treasured pin with which King Edward had rewarded his services in leading an exploitation expedition into Central Africa.

While Major Winton was away the diamond pin mysteriously disappeared from Miss Winton's room at the ranch. After a quiet inquiry she became convinced that it had been stolen and appealed to Sheriff Reb Haupt.

Ranger Tom Mix chanced to be in Lubbock and was asked by the Sheriff to aid in the investigation. Everyone about the ranch was closely questioned but to no purpose. The Sheriff pinned his suspicion on two roustabouts, but Mix had his eye on "Butcher" Benson, the town bad man. Neither the Sheriff nor Mix, however, was able to place anything on their suspects. Mix wanted to lock up "Butch" but the bad man made out such a good alibi that he was allowed to retain his liberty.

Then it seemed that the pin was lost forever. Tom Mix went so far as to search "Butcher" Benson's belongings when their owner was absent and the "Butcher's" clothes were frisked while he was swimming, but no trace of the pin was revealed.

A Hopeless Outlook

Sheriff Haupt presented to Miss Winton his regrets that the authority of Texas, as represented by himself and his deputies, with the assistance of Ranger Tom Mix, had been unable to help her. And when Major Winton returned eight months later his daughter had the difficult task of breaking the news that the pin his King had given him was gone. The case was closed—except that Ranger Tom Mix had a hunch that he was going to see that pin again. He said so, but confessed that there was nothing back of the hunch other than his conviction that "Butch" Benson had something to do with the theft.

Of course Major Winton smiled his gratitude at the interest Mix evinced in the affair; but it was plain that he did not expect to see again his memento from King Edward. Miss Winton naturally added her smile—an incredulous one—as Mix explained with some awkwardness that he would keep his eyes open and was sure that in the end he would solve the mystery.

The Major and his daughter returned to England shortly afterward without leaving an address to which the pin might be sent when Mix made good.

Nor did Tom Mix's hunch show much sign of panning out. Years went by, and from cowboy he climbed to motion picture star. But in the back of his head he always retained a picture of that pin. Everywhere he went he looked closely at every diamond pin he saw, sometimes he grins as he tells how, more than once, he came mighty close to getting into trouble through being too inquisitive about other people's jewelry.

A Surprise In Tombstone

Appropriately enough, perhaps, the place in which the sequel occurred is named Tombstone. The name fitted into out of the dead past development.

In this Arizona town of Tombstone Tom Mix was working in a picture. There was a small gambling room back of a saloon and, seeking diversion one evening Mix happened in.

The faro dealer straightened up in his chair as Mix entered. And Tom—why, he received such a shock that for a moment he thought surely this was a movie, and automatically reached for the guns which were not at his hips. The long lost pin was blazing on the chest of the dealer.

Scarcely able to believe his eyes, Tom Mix stalked alongside the dealer. A close up of the pin removed all doubt. The initials "V. T. W." blinked at him in letters of fire.

Yet Mix hesitated.

"What,"—he asked the dealer diffidently—"what happens to be your name, pardner?"

The dealer squinted, followed Mix's gaze to the pin, looked up at the Fox Star again:

"Merrick," he answered briefly. "Why?"

"Then"—Tom Mix pressed nearer—"these are not your initials?"

The dealer grunted. "Naw—it's just a pretty I got from a bad man who thought he could bet."

Whereupon Tom Mix opened negotiations and for $200 obtained possession of the pin, which had been gambled away for $25.

"That dealer was square," says Mix. "He let me have the pin at a tenth its actual worth when he heard the circumstances and how highly it was treasured by the Major.

"But don't imagine that my job was done. It had taken me nine years to come across this loot, and now that I had it I wasn't any nearer restoring it to the Major. His ranch friend down at Lubbock had died in the meantime and I couldn't get a line on where his family had gone. So I was up against it when I couldn't find out where to get in touch with the Wintons.

"If I'd had any gumption I would have realised that the British War Office would have a record of Major Winton; but that never struck me. And—here's the tragic part—had I inquired at the War Office I would have been informed that Major Winton, having rejoined his regiment at the start of the war, had been killed in action several months before in Flanders.

"I would have learned however, that his daughter Edith was in the British Red Cross in service in France. But, as I said, I didn't think to ask the War Office and so——"

Possibly it is just as well that the Fox star failed to find immediate means of returning the pin. It would have spoiled the climax which outmoves the movies.

Scene Shifts To War Zone

The armistice had been signed and the millions of soldiers and thousands of Red Cross nurses in France were relaxing from the years of racking ordeal. With the last of the wounded Tommies, Edith Winton moved back from the battle line of November 11 to a hospital at Ypres. That was last December.

Two days after Christmas—it should have been Christmas eve, of course, but it was not—Miss Winton went to a motion picture show, the first she had seen in two years. On the screen galloped Tom Mix in "Hell Roarin' Reform." No, she did not recognise him—it was more than eleven years since the ranger had told her of his hunch about the stolen pin.

Came a close up of Mix. Still Miss Winton did not recognise him. Nevertheless she started suddenly from her seat as Mix appeared in giant size. On the left breast of his rough cowboy shirt was the pin that had disappeared from the ranch at Lubbock, Tex., nearly twelve years ago. Then she recognised the actor.

At last the girl for whom Tom Mix had worn this message in all his pictures since the day he came across the faro dealer in Tombstone had seen it.

As Tom Mix could have saved himself a lot of worry by asking the British War Office for word of Major Winton, so could Miss Winton have saved herself trouble by writing to Mix. But she did not. Hardly knowing what to believe—whether he, after all, was the thief—she decided to wait until she could gain leave of absence and look him up personally in America.

She Goes To California

Four weeks ago Miss Winton reached New York from England. At the Fox offices she found that Tom Mix was in California making his picture "Rough Riding Romance." Still doubtful about the part Mix might have had in the robbery and determined to meet him face to face, she went on to California.

At the Fox studies in Hollywod she was told that Mix was in the foothills of Mount Baldy, about thirty miles away. She hired an automobile and went out there.

Mix was swinging off his horse at the roadside after a gruelling day when Miss Winton's machine stopped.

"Can you tell me, please," she began—but the sentence never was finished.

With a whoop Tom Mix was running the few steps toward her, his fingers fumbling at the clasp of the pin on his shirt. Before saying a word he thrust that into her hands.

"Lordy," he burst out, his smile breaking all over his face, "I sure thought I never would get a chance to give you that pin. I've been wearing it, hoping you'd see me in the pictures some time and send your address. And, say," he looked around expectantly, "How's the Maj——"

Then he stopped at the look in her eyes, recalling that the British army had called upon its old officers when the storm broke five years ago.

There isn't anything else to tell except that Tom Mix still wears a diamond pin with the monogram "V. T. W."—a replica of one presented by the late King Edward to the late Major Vernon T. Winton, who died on Flanders fields.

Tom Mix's pin is the gift of Edith Winton, who insisted that he accept it as a remembrance of a hunch that made good after nine years and of a promise that was kept after twelve.

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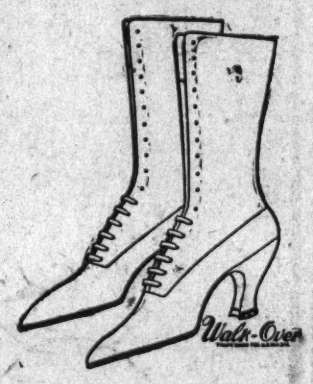

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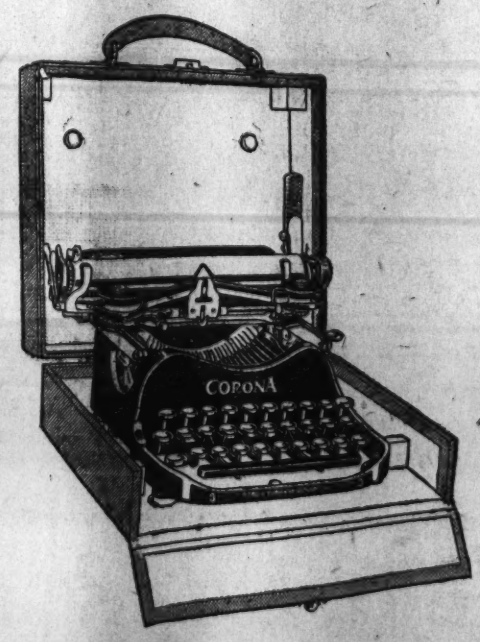

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Equality Of Sexes As Well As Of Classes Is Great Feature Of Constitution

FREE SPEECH PROCLAIMED

Motherhood Given First Claim On State, Whose Duty Is To Keep Family Life Pure

Berlin, August 17.—The new German Constitution, adopted by the National Assembly after months of debate, which became effective last week, is divided into two main parts, the "composition and ties of the empire" and "the basic rights and basic duties of Germans." The preamble begins:

Declaration of Principles

"The German people, united in its branches and inspired by the will to renew and strengthen its empire in freedom and justice, to further inner and outer peace and social advance, has voted this Constitution."

Section 1 sets forth that the German Empire is a republican state, sovereignty being based on the people. It describes the territorial limits, prescribes imperial colors—black, red and gold—and accepts the generally recognised rules of international law.

The Reichstag, superseding the temporary National Assembly, will be elected for a term of four years. The President will be chosen by the entire German people instead of by the Assembly and will hold office seven years.

The Chancellor and the rest of the Ministry will be appointed by the President. The Chancellor will determine the empire's foreign policy, bear responsibility for the Cabinet and in case of a tie vote in the Ministry will cast the deciding ballot.

Reichstag May Impeach

The Reichstag is given the right to impeach the President, Chancellor and Ministers.

The Imperial Council will be composed of representatives of individual states, each of which will have at least one vote. The larger states will have votes according to the number of millions of population. No state can have more than two-fifths of the whole number of votes. Half of Prussia's votes must come from the provinces.

Laws may be submitted to popular vote if the President desires. A majority vote will nullify a law.

Provision is made for a budget system, and the Reichstag cannot raise the amount of the budget without reaching an agreement with the Council. Postage and telegraph rates will be fixed by the Council. The railroad systems will be taken over by the empire and states.

Equal Rights For All

The second main part of the Constitution provides that all Germans shall be equal before the law and that men and women shall have basically the same rights and duties. Preferential rights and drawbacks of birth and position are removed and a title of nobility is considered only a part of a person's name. No more titles of nobility will be conferred, and such as are awarded will pertain to a person's occupation or will be academic titles. No token of honor may be given out by the Government and no German may accept a title or order from a foreign state.

Every German permitted to emigrate will be protected in foreign countries, and no German may be delivered up to a foreign country for prosecution and punishment.

The German's house will be his castle.

Postal, telegraph and telephone secrecy is guaranteed.

Free Speech Provided

Every German is to have the right to express his opinions by written or spoken word, print or picture. There will be no censorship save for moving pictures, for which regulations will be made to suppress objectionable films for the protection of youth.

Under "Community of Life" the Constitution declares that marriage constitutes the basis of family life and the salvation of the nation, and therefore is under the special protection of the Constitution on the basis of equality of the sexes. It is declared to be the duty of the state to keep the family life pure and healthy, and to see that families with several children have the right to necessary care. Motherhood, it is declared, has the first claim to state protection. Illegitimate children must be placed under the same physical, spiritual and social conditions as legitimate ones, and youth must be protected from moral, spiritual or physical neglect.

Religion Unfettered

All citizens of Germany shall enjoy full freedom of belief and conscience. Every child must attend free public school for eight years and certain pupils must attend advanced schools until eighteen years old. Aid will be given needy pupils.

A system of councils is created for industries through which employees will have a voice in the decisions reached by the employers.

AUTOMATIC MOORING FOR AIRCRAFT NEARLY READY

Perfection Of Scheme By British Admiralty To Boom Commercial Flying

London, August 13.—Automatic moorings for Britain's gigantic airships are about to become a reality. The Admiralty Airship Department will, with the assistance of new devices now being perfected, attempt to land and moor one of the largest type of airships without the assistance of anyone except the crew. Under the scheme the craft will be moored in the open, thus doing away with the costly hangars now necessary for housing the machines.

This experiment, if successful, will remove the last and greatest objection to the use of the airship as a commercial proposition. Up to now the greatest factors militating against the success of the lighter than air craft, from a commercial point of view, have been their handling and housing. It will be the most important development in the evolution of airships since their inception, according to the Admiralty and Air Ministry experts who are acquainted with the details of the scheme.

Device Kept Secret

The new device has been kept secret by the Admiralty. For that reason no official explanation has been given, but it is a habit with the British Admiralty to keep everything more or less secret. If successful it will make the large type of aerial liner a safe commercial proposition and reduce the operating cost to a minimum. Automatic moorings are essential if the lighter than air machine is to be seriously considered in commercial and passenger work.

Three points are being studied by the technical department of the Admiralty. One is the question of mooring the ships in the open; the second is the economy of manpower required in landing; and third, necessity for good reserve of speed. The latter point is not a question of petrol supply but of horsepower and the size of the ship. In landing and mooring an airship of the type of the R-34, under present conditions, nearly 600 people are needed.

Makes 70 Miles

A trial trip of the R-32 the other day gave sixty-five to seventy miles an hour. The ship has 1,550,000 cubic feet capacity. The R-34 has 2,000,000 cubic feet capacity, and on her Atlantic trip from Scotland to Long Island achieved approximately sixty miles an hour. But this is not going to be the speed of the future trans-atlantic air liner.

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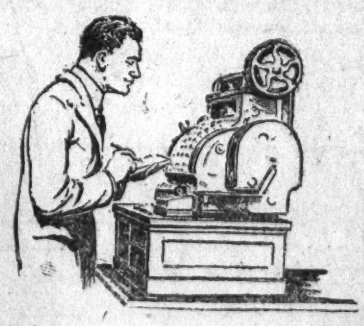

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President Wilson's Own Story Of The League Of Nations

Tells Senate How Much-Questioned Shantung Agreement Was Reached; The Vote Was Unanimous

Washington, August 19.—Meeting the Senate Committee on Foreign Relations in a round-table discussion in the East Room of the White House today in contradiction to the precedents of more than a century and with the whole nation listening through the medium of a relay of public stenographers, President Wilson went into many of the details of the peace negotiations and touched on all the hotly debated questions which have divided the Senate in its consideration of the peace treaty.

Article 10 of the covenant, guaranteeing the integrity of league members against aggression, he declared would leave to each nation "complete freedom of choice as to the application of force." Even if the American representative on the council joined in a unanimous recommendation for military action, the final decision for peace or war must rest, so far as concerned the United States, with Congress, he said.

Japan's Promise In Writing

Whatever advice the council gave under its authority to take such action as it "deemed appropriate" must also be deemed appropriate by the United States to be binding on this government, he argued, though in the background would be such a potential moral force that he doubted if the nation would often decline to act.

The President revealed that Japan's promise to return Shantung province to China was reduced to written form in the minutes of the peace conference. He asserted he had "every confidence" that the promise would be carried out and told the Senators it was "the best that could be got" out of the negotiations, Japan having given notice she would withdraw from the conference if her demands were refused. The American delegates, he said, had tried to keep the nation free from obligations in European affairs "so far as it was honorably possible to do so," but he assented that it might be necessary to keep some American troops in the Rhine district under the treaty for the next 15 years.

He declared the nation would be its own sole judge whether its obligations had been fulfilled under the disputed withdrawal clause of the league covenant; that purely domestic questions were safe from the league's interference; and that the Monroe Doctrine was clearly preserved.

The league, the President explained, was built on the plan of General Smuts of South Africa.

Won't Answer Some Queries

Mr. Wilson revealed that he had suggested the United States take no part of the German reparation but had asked that the conference reserve disposition of the German Pacific island of Yap on the suggestion that it was needed for an American naval station.

Some of the Senators' questions the President declined to answer on the ground of international policy. How the American delegates voted on Japan's proposal for a racial equality clause in the league covenant he said, he could not disclose "in the interest of international good understanding," and for the same reason he said he could not go into the negotiations over the French frontier or give the committee a copy of the record of Japan's Shantung promise.

Early action on the treaty was urged in a statement by the President at outset of the conference. This was necessary he held so that a peace basis might be reached and the other treaties under negotiation now at Versailles were being delayed until the world learned what would happen to the treaty with Germany. He said he saw no reasonable objection to Senate reservations but thought it unwise to incorporate them in the ratification itself.

In replying to a long series of questions by Senator Brandegee, Republican, Conn., the President was led into an exhaustive discussion of the co-mingling of moral and legal obligations in treaties.

Disagrees With Brandegee

"A moral obligation," said Mr. Wilson, "is, of course, superior to a legal obligation, and if I may say so, has a greater binding force. In every moral obligation there is an element of judgment; in a legal obligation there is no element of judgment."

Senator Brandegee suggested there was no important distinction "because we are obligated in any event."

"I think it is of the greatest importance," replied the President, "because the element of judgment enters into it."

"But I am assuming," returned Mr. Brandegee, "if the council should advise us to do a certain thing, and Congress refused to do it, and if every other nation's representative assembly can do the same thing, it seems to me like a rope of sand and not an effective tribunal which would result in promoting peace."

"The reason I do not agree with you," Mr. Wilson replied, "is that I do not think such a refusal would likely often occur. I believe it would be only upon the gravest grounds—and in case Congress is right I am indifferent to foreign criticism."

Senator Harding, Republican, Ohio, suggested there was no necessity of a "written compact for this republic to fulfill its moral obligations to civilisation," to which the President rejoined:

"But it steadies the whole world by its promise beforehand that it will stand with other nations of similar judgment to maintain right in the world."

When Senator Brandegee asked the President's opinion on the concrete case of the present trouble between Rumania and Hungary, the President said he could not answer because that would involve passing judgment on a foreign political question in a way he considered inadvisable.

U. S. Safe On Interpretations

Senator Brandegee also called attention that many authorities on international law had differed as to the meaning of various provisions of the treaty and that Charles E. Hughes, William Howard Taft and Elihu Root had suggested reservations, but the President insisted that he thought it perfectly safe to leave the present language to the interpretation of future statesmen without fear that the United States would suffer by their construction.

When Senator Fall, Republican, New Mexico, suggested that any amendments to the league covenant would not require Germany's assent as she was not a member of the league, the President replied he never had thought of that feature. He disagreed with Senators Brandegee and Knox, Republican, Pennsylvania, who asserted that the treaty would come into force among all the signatories as soon as three had ratified it.

For more than three hours the committee members questioned the President and afterward they stayed for lunch at the White House. When the recess was taken there had been no discussion whether the meeting was to be resumed during the afternoon, but later it was decided not to do so. There was no intimation tonight whether the committee would seek a further conference. Tomorrow it will resume its open hearings at the Capitol.

Opponents Not Convinced

Senator Fall left with Mr. Wilson a list of questions, which the latter said he would reply to at length later. They concern the powers of the President or Congress to declare a state of peace, details of the resumption of trade and diplomatic relations with Germany, what disposition is to be made of the German colonies, and the need for American representation on various European reconstruction commissions.

The President's declaration of a compelling moral obligation under the league was emphasised in a statement issued jointly tonight by Senators Borah, Idaho, and Johnson, California, Republican members of the committee and two of the bitterest opponents to the treaty in its present form. They declared the day's testimony had borne out their claim that the league would lead to interminable foreign complications. They also pointed out that Senator Johnson had developed in the day's meeting that a good part of the territorial settlement resulting from the war was yet to be determined.

The arrangements for publishing a transcript of the discussion, which grew out of a suggestion from the committee that Senators be not required to keep the proceedings in confidence, had Mr. Wilson's personal supervision.

After the committee had departed he went to the White House basement where the newspaper correspondents were waiting for the last of the stenographic report.

"I came down," he said to the correspondents, "to inquire of you gentlemen if the report of the conference was handled the way you wanted."

Lodge Quizzes President

After the President had delivered his statement, Senator Lodge said:

Mr. President, so far as I am personally concerned—and I think I represent perhaps the majority of the committee in that respect—we have no thought of entering upon arguments as to interpretations or points of that character; but the committee was very desirous of getting information on certain points which seem not clear and on which they thought information would be of value to have in consideration of the treaty which they, I think I may say for myself and others, desire to hasten in every possible way.

Your reference to the necessity of action leads me to ask one question. If we have to restore peace to the world, it is necessary, I assume, that there should be treaties with Austria, Hungary, Turkey and Bulgaria. Those treaties are all more or less connected with the treaty with Germany. The question I should like to ask is what the prospects are of receiving those treaties for action?

Framed On Same Principles

The President—I think it is very good, sir, and so far as I can judge from the contents of the despatches from my colleagues on the other side of the water, the chief delay is due to the uncertainty as to what is going to happen to this treaty. This treaty is a model of the others. I saw enough of the others before I left Paris to know that they are being framed upon the same set of principles and that the treaty with Germany is the model. I think that is the chief element of delay, sir.

Senator Lodge—They are not regarded as essential to the consideration of this treaty? I do not know about the other treaties, but the treaty with Poland, for example, has been completed.

The President—Yes, and signed, but it is dependent upon this treaty. My thought was to submit it upon the action on this treaty.

Mislaid Tentative League Drafts

Senator Lodge then asked whether the President could show the committee the tentative League of Nations drafts submitted by Great Britain, France and Italy.

The President—I would have sent them to the committee with pleasure, Senator, if I had found that I had them. I took it for granted that I had them; but the papers that remain in my hands remain there in a hapazard way. I can tell you the character of the other drafts. The British draft was the only one as I remember that was in the form of a definite constitution of a league. The French and Italian drafts were in the form of a series of propositions laying down general rules and assuming that the commission or whatever body made the final promulgations would build upon those principles if they were adopted. They were principles quite consistent with the final action.

Re-explains British Draft

I remember saying to the committee when I was here in March—I have forgotten the expression I used, but it was something to the effect that the British draft had constituted the basis. I thought afterward that that was misleading and I am very glad to tell the committee just what I meant.

Some months before the conference assembled, a plan for the League of Nations had been drawn up by a British committee, at the head of which was Mr. Fillemore—I believe the Mr. Fillemore who was known as the authority on international law. A copy of that document was sent to me and I built upon that a redraft. I will not say whether I thought it was better or not an improvement; but I built on that a draft which was quite different, inasmuch as it put definiteness where there had been what seemed indefiniteness in the Fillemore suggestion.

Rewrote Document

Then, between that time and the time of the formation of the commission on the League of Nations, I had the advantage of seeing a paper by General Smuts of South Africa, who seemed to me to have done some very clear thinking, particularly with regarded to what was to be done with the pieces of the dismembered empire. After I got to Paris, therefore, I rewrote the document to which I have alluded, and you may have noticed that it consisted of a series of articles and then supplementary agreements. It was in the supplementary agreements that I embodied the additional ideas that had come to me not only from General Smuts' paper but from other discussions. That is the full story of how the plan which I sent to the committee was built up.

Original Form Of Article X

Senator Lodge—Then of course it is obvious that the General Smuts plan had been used. That appears on the face of the document.

The President—Yes.

Senator Lodge—Then there was a previous draft in addition to the one you have sent to us. You spoke of a redraft. That was not submitted to the committee.

The President—No; that was privately, my own.

Senator Lodge—Was it before our commission?

The President—No, it was not before our commission.

The President said a draft of Article X which Senator Johnson had presented to the committee "was part of the draft which preceded the draft which was sent to you."

Senator Johnson said he had taken it from The Independent.

The President—I read it with the greatest interest, because I had forgotten it, to tell the truth, but I recognised it as soon as I read it.

Senator Johnson—It was the original plan?

The President—It was the original form of Article X, yes.

Senator Lodge said he had been about to ask whether Article X in its present form had been in the British plan, but if there were no definite drafts of these plans, of course the committee could not get them.

Little Reparation

Asked by Senator Lodge whether he had seen the resolutions for a league submitted by Secretary Lansing, the President replied:

"Yes."

Senator Lodge—No specific action was taken upon them?

The President—Not in a formal way.

Senator Lodge then asked whether the United States would receive any part of the German reparation funds.

The President—I left that question open, Senator, because I did not feel that I had any final right to decide it. Upon the basis that was set up in the reparation clauses the portion that the United States would receive would be very small at best; and my own judgment was frequently expressed, not as a decision, but as a judgment, that we should claim nothing under those general clauses. I did that because I coveted the moral advantage that that would give us in the counsels of the world.

Senator McCumber—Did that mean we would claim nothing for the sinking of the Lusitania?

The President—Oh, no; that did not cover questions of that sort at all.

Discuss Island Of Yap

The President added that prewar claims were not covered by the reparation clause, and said the reparation commission would decide. He repeated that American participation in the reparations remained to be decided.

Senator Lodge—By the commission?

The President—By the commission.

Senator Lodge asked if there had been any recommendations by American naval authorities as to whether the United States should have one of the Ladrone, Caroline or Marshall Islands for naval purposes.

The President—There was a paper on that subject, Senator, which has been published. I only partially remember it. It was a paper laying out the general necessities of our naval policy in the Pacific, and the necessity of having some base for communication upon those islands was mentioned, just in what form I do not remember. But let me say this. There is a little island which I must admit I had not heard of before.

Senator Williams—Yap. It is one of the bases and centers of cable and radio communication on the Pacific, and I made the point that the disposition, or rather the control, of that island, should be reserved for the general conference which is to be held in regard to the ownership and operation of the cables. That subject is mentioned and disposed of in this treaty, and that general cable conference is to be held.

Secret Treaty No Obstacle

Senator Lodge—I had understood, or I had heard the report, that our general board of the Navy Department, our chief of operations, had recommended that we should have a footing there, primarily in order to secure cable communication.

The President: I think you are right, sir.

Senator Lodge referred to the secret treaty between Great Britain and Japan regarding Shantung, and said that in the correspondence relating to the treaty it was stated that Great Britain should have the German islands south of the equator and Japan those north of the equator.

Senator Lodge—If it should seem necessary for the safety of communication for this country that we should have a cable station there would that secret treaty interfere with it?

The President—I think not, sir, in view of the stipulation that I made with regard to the question of construction by this cable convention. That note of the British ambassador (regarding the German islands) was a part of the diplomatic correspondence, covering that subject.

Senator Lodge—That was what I understood.

Senator Moses—Was the stipulation that that should be reserved for the consideration of cable convention a formally signed protocol?

The President—No, it was not a formally signed protocol, but we had a prolonged and interesting discussion on the subject and nobody has any doubt as to what was agreed upon.

Thresh Out Important Point

Senator Lodge said that it seemed that the treaty "would give the five principal allied and associated powers the authority to make such dispositions as they saw fit of those islands."

Senator Borah then asked who would pass on the question under the withdrawal clause of the league covenant whether a nation had fulfilled its international obligations.

The President—Nobody.

Senator Borah—Does the council have anything to say about it?

The President—Nothing whatever.

Senator Borah—Then if a country should give notice of withdrawal, it would be the sole judge of whether or not it had fulfilled its international obligations, its covenants to the league?

Interprets Withdrawal Rights

The President—This is as I understand it. The only restraining influence would be the public opinion of the world.

Senator Borah then asked whether, when notice had been given, the right to withdraw would be unconditional.

The President—Well, when the notice is given it is conditional on the face of the conscience of the withdrawing nation at the close of the two-year period.

Senator Borah—Precisely, but it is unconditional so far as the legal right or the moral right is concerned.

The President—That is my interpretation.

Senator Borah—There is no moral obligation on the part of the United States to observe any suggestion made by the council?

The President—Oh, no.

Senator Borah—With reference to withdrawing.

The President—There might be a moral obligation if that suggestion had weight, Senator, but there is no other obligation.

Senator Borah—Any moral obligation which the United States would feel would be one arising from its own sense of obligation.

The President—Oh, certainly.

Senator Borah asked whether the suggestion that the council would pass on such an obligation was erroneous, and the President replied:

"Yes; certainly."

'We Discussed Phraseology'

Senator Borah asked whether the President was expressing the view held by the commission which drafted the league.

The President—I am confident that that was the view. That view was not formulated, you understand; but I am confident that that was the view.

In reply to Senator McCumber, the President repeated that he felt it would be a mistake to embody interpretations in the resolution of ratification, saying: "We can interpret only a moral obligation. The legal obligation can be enforced by such machinery as there is to enforce it. We are, therefore, at liberty to interpret the sense in which we undertake a moral obligation."

Senator McCumber asked whether the other nations could not accept interpretation by the Senate "by acquiescence."

The President—My experience as a lawyer was not very long; but that experience would teach me that the language of a contract is always part of the debatable matter; and I can testify that in our discussion in the commission on the League of Nations we did not discuss ideas half as much as we discussed phraseology.

No Expression From Germany

The President said if reservations were embodied in the ratification "there would have to be either explicit acquiescence or the elapsing of a long enough time for us to know whether they (the other governments) were implicity acquiescing or not."

Senator Harding—Mr. President, assuming that your construction of the withdrawal clause is the understanding of the formulating commission, why is the language making the provision for the fulfilment of covenants put into the article?

The President—Merely as an argument to the conscience of the nations. In other words, it is a notice served on them that their colleagues will expect that at the time they withdraw they will have fulfilled their obligations.

Senator Harding said if that were true the language seemed "rather a far-fetched provision."

Senator Pittman asked whether Germany put the same construction on articles of the treaty as did the allied governments.

The President—I have no means of knowing.

Senator Pittman—Germany then has not expressed herself to the

(Continued on Page 10)

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President Wilson's Own Story Of League Of Nations

(Continued from Page 9)

commission with regard to these moot questions.

The President—No, we have no expression from Germany about the league except the expression of her very strong desire to be admitted to it.

The President acquiesced in a suggestion by Senator Pittman that any change would require resubmission to Germany.

Senator Lodge—Mr. President, in that connection I take it there is no question whether, under international law and practice, that any amendment to the text of a treaty must be submitted to every signatory and must receive either their assent or their dissent.

I had supposed it had been the general diplomatic practice with regard to reservations, which apply only to the reserving power, and not to all the signatories, of course, that with regard to reservations it had been the general practice that silence was regarded as acceptance and acquiescence; that there was that distinction between textual amendments which change the treaty for every signatory, and a reservation, which changes it only for the reserving power. In that I may be mistaken, however.

The President—There is some difference of opinion among the authorities, I am informed. I have not had time to look them up myself about that; but it is clear to me that in a treaty which involves so many signatories, a series of reservations—which would ensue undoubtedly—would very much obscure our confident opinion as to how the treaty was going to work.

League's Very Nature Moral

Senator Williams—Mr. President, suppose, for example, that we adopted a reservation, as the Senator from Massachusetts calls it, and that Germany did nothing about it at all, and afterward contended that so far as that was concerned it was new matter, to which she was never a party. Could her position be jusutifiably disputed?

The President—No.

Senator Borah quoted Article X., under which the league members undertake to "respect and preserve as against external aggression the territorial integrity and existing political independence of all members of the league," and said he had heard it suggested that this was simply a moral obligation.

The President—Yes, sir, inasmuch as there is no sanction in the treaty.

Senator Borah—But there would be a legal obligation so far as the United States is concerned, if it should enter into; would it not?

The President—I would not interpret that way, Senator, because there is involved the element of judgment as to whether the territorial integrity or existing political independence is invaded or impaired. In other words it is an attitude of comradeship and protection among the members of the league which in its very nature is moral and not legal.

Complete Freedom Of Choice

Senator Borah—If, however, the actual fact of invasion were beyond dispute, the legal obligation, it seems to me—I am simply throwing it out in order to get a full expression of views—the legal obligation would immediately arise if the fact of actual invasion were undisputed.

The President—The legal obligation to apply the automatic punishment of the covenant, undoubtedly, but not the legal obligation to go to arms and actually to make war—not the legal obligation. There might be a very strong moral obligation.

Replying to Senator McCumber, the President said: "We would have complete freedom of choice as to the application of force."

Asked whether there would be the same freedom as to application of a boycott, the President replied:

"Only in regard to certain articles. The breach of certain articles of the covenant does bring on what I have designated as an automatic boycott, and in that we would have no choice."

Senator Knox—Mr. President, allow me to ask this question. Suppose that it is perfectly obvious and accepted that there is an external aggression against some power, and suppose it is perfectly obvious and accepted that it cannot be repelled except by force of arms, would we be under any legal obligation to participate?

Brings Up French Treaty

The President—No sir, but we should be under an absolutely compelling moral obligation.

In reply to Senator Williams, the President said again that the applicability of the principles contemplated in the covenant would rest entirely on national decision.

Senator Knox referred to the White House statement of May 10, which, he said, had quoted the President as saying that the French defensive treaty would merely bind the United States to do immediately what she would otherwise be bound to do under the league covenant.

The President—I did not use the word "bound," but "morally bound." Let me say that you are repeating what I said to the other representatives. I said "of course it is understand we would have to be convinced that it was an unprovoked movement of aggression," and they at once acquiesced in that.

Discussing further the question of reservations with Senator McCumber, the President said:

Would Tie Japan's Hands

"We differ only as to the form of action. I think it would be a very serious practical mistake to put it in the resolution of ratification; but I do hope that we are at liberty, contemporaneously with our acceptance of the treaty, to interpret our moral obligation under that article."

The President intimated that the League of Nations would prevent Japan from assuming any complete sovereignty over Shantung.

Senator Knox—Mr. President, is it not true that such matters are ordinarily covered by a mere exchange of notes between powers, stating that they understand in this or that sense, or do not so understand?

The President—Yes, sir, ordinarily.

Senator Knox—That would be a matter that would require very little time to communicate it if these constructions have already been placed upon it in their conversations with you?

The President—But an exchange of notes is quite a different matter from having it embodied in the resolution of ratification.

Senator Knox—If we embody in our resolution of ratification a statement that we understand section 10 or section 16, or section something else in a particular sense, and this government through its foreign department transfers the proposed form of ratification to the chancellors of the other nations that are concerned in this treaty, and if these interpretations are the same as you have agreed upon with them in your conversations, I do not see how he would need anything more than a mere reply to that effect.

The President—It would need confirmation.

Senator Knox—Yes, it would need confirmation in that sense.

The President—My judgment is that the embodying of that in the terms of the resolution of ratification would be acquiescence not only in the interpretation, but in the very phraseology of the interpretation, because it would form a part of the contract.

Senator Knox—It might with us, because we have so much machinery for dealing with treaties, but in other countries where it is much more simple, I should think it would not be.

Differs With Senator Knox

A more or less general discussion of the method of dealing with treaties abroad followed at that point after which Senator Fall suggested that reservations to the league covenant could be met, so far as Germany was concerned, by her decision later on as to whether she would join the league.

The President—I differ with you there, Senator. One of the reasons for putting the league in the treaty was that Germany was not going to be admitted to the league immediately and we felt that it was necessary that we should get her acknowledgment—acceptance of the league as an international authority, partly because we were excluding her, so that she would thereafter have no ground for questioning such authority as the league might exercise under its covenants.

Senator Fall—Germany is out of the league. Any amendment proposed by the other members of the league prior to her coming into the league would not be submitted to her, would it, she not being a member?

The President—I will admit that that point had not occurred to me. No, she would not.

Germany Concerned In League

Senator Fall—Then, so far as we are concerned, we could make a recommendation in the nature of an amendment.

Senator Hitchcock—Did I understand your first reply to Senator Fall to be that Germany under this treaty already had a relationship to the league by reason of its international character and its participation in a number of questions that Germany was interested in?

The President—Yes.

Senator Hitchcock—It has a relationship to the League of Nations even before the time that it may apply for membership?

The President—Yes.

Surprised At Question

Senator Borah quoted Article XI., declaring "Any war or threat of war," a matter of concern to the league and directing that "the league shall take any action that may be deemed wise and effectual to safeguard the peace of nations."

He asked whether the President applied the interpretation of a moral obligation also to that article. He replied, his construction of Article XI. was the same as for Article X.

Senator Harding: If there is nothing more than a moral obligation on the part of any member of the league, what avail Article X. and Article XI.?

The President: Why, Senator, it is surprising that that question should be asked. If we undertake an obligation we are bound in the most solemn way to carry it out.

Senator Harding: Is it a moral obligation? The point I am trying to get at is, suppose something arises affecting the peace of the world, and the council takes steps as provided here to conserve or preserve, and announces its decision, and every nation in the league takes advantage of the construction that you place upon those articles and says, "Well, this is only a moral obligation and we assume that the nation involved does not deserve our participation or protection," and the whole thing amounts to nothing but an expression of the league council.

Moral Obligation Superior

The President: There is a national good conscience in such a matter. I should think that was one of the most serious things that could possibly happen. My understanding when I speak of a legal obligation, I mean one that specifically binds you to do a particular thing under certain sanctions. That is a legal obligation. Now a moral obligation is, of course, superior to a legal obligation and if I may say so, has a greater binding force. In every moral obligation there is an element of judgment, in a legal obligation there is no element of judgment.

Senator Johnson—But, Mr. President, when the moral obligation is undoubted it will impel action more readily than a legal obligation.

The President—If it is undoubted, yes; but that involves the circumstances of the particular case.

The President thought a moral obligation, because of the element of judgment, less likely to involve the country in armed participation in trifling matters.

Cites Specific Case

Senator Harding—Suppose the allotted territory which comes under the control of Italy should in some way be assailed from the Balkan states, and the council of the league should immediately look upon that as a threat of war involving other nations, and should say that the nations of the league should immediately contribute an armed force to stop that war or to bring the attacking nations to terms; would we be a perfidious people, if I may use that term, would we violate our obligation if we failed to participate in the defense of Italy?

The President—We would be our own judges as to whether we were obliged in those circumstances to act in that way or not.

Senator Hitchcock—In such a case the council would only act unanimously, and our representative on the council, of course, would have to concur in any advice given.

The Shantung Question

To a query as to what sovereignty Japan retained in Shantung the President replied:

"She has not retained sovereignty over anything. I mean she has promised not to. Senator Borah has asked whether this understanding was oral or otherwise. I do not like to describe the operation exactly if it is not perfectly discreet. As a matter of fact, this was technically oral, but literally written and formulated and the formulation agreed upon."

The Senators got into a discussion over whether Congress would decide what course the United States would take, Senator Hitchcock suggesting that after the American representatives on the council had concurred in the council's recommendation, "it would then be up to Congress to decide."

The President—You are quite right. The men who were discussing these very important matters were all the time aware that it would depend upon the approving or disapproving state of opinion of their countries how their representatives in the council would vote in matters of this sort. It is inconceivable to me that, unless the opinion of the United States, the moral and practical judgments of the people of the United States approved, the representatives of the United States on the council should vote any such advice as would lead us into war.

Replying to Senator Borah, the President said the defensive treaty with France rested on the same basis as Articles 10 and 11—moral obligations. Senator Pittman suggested that even if the council unanimously advised, it was still "up to Congress either to accept or reject that advice." To this the President gave his assent.

Senator Johnson, reverting to the example of aggression on Italy, asked whether "that compelling moral obligation would require us to use such means as would seem appropriate, either economic or moral?"

The President—Deemed appropriate by whom? That is really the point.

Senator Johnson—Deemed appropriate for defeating or frustrating the aggression.

The President—Deemed by us appropriate.

Wilson's View Of Secret Treaty

Senator Borah asked if Great Britain and France insisted upon maintaining at the peace conference the secret treaties with Japan regarding Shantung.

The President—I will put it in this way: They felt that they were bound by them. But when they involved general interests such as they realised were involved, they were quite willing, and, indeed, I think, desirous that they should be reconsidered, with the consent, so far as they were concerned, of the other parties.

Senator Moses asked whether a perfect agreement with reference to Avolna was produced at Versailles. The President replied that he had heard of it but never had seen it.

Senator Moses—The purpose of my inquiry was to ascertain whether there was laid before the council of ten any textual agreement which transferred parts of the territory of independent nations to another.

The President—Only those that you have spoken of.

Senator Moses—Shantung and Avolna?

The President—Only those that we have had under general discussion. I cannot enumerate them, but there are none that have not been produced so far as I know. That answers the question.

Senator Swanson—Would it be proper to tell us of your understanding with Japan as to the return of Shantung—a question which has been very much discussed?

The President—I have published the wording of the understanding, Senator. (Here the President repeated it.)

'An Exaggerated View'

Senator Johnson—When, Mr. President, is the return to be made?

The President—That was left undecided, but we were assured at the time that it would be as soon as possible.

Senator Johnson—Did not the Japanese decline to fix any date?

The President—They did at that time, but I think it is fair to them to say they could not at that time say when it would be.

Senator Johnson asked whether the economic privileges retained would not give Japan "a fair mastery" over the province. The President replied that while he did not feel qualified to judge, he would regard that as "an exaggerated view."

Senator Knox—Mr. President, the economic privileges that they originally acquired in Korea, and subsequently in inner and outer Mongolia, and in northern Manchuria have almost developed into a complete sovereignty over those countries, have they not?

The President—In the absence of the League of Nations they have.

Senator Knox—You think the League of Nations would have prevented that?

The President—I am confident it would.

Defense Of Mandate Territories

Senator New—Mr. President, does not this indefinite promise of Japan's suggest the somewhat analogous case of England's occupation of Malta? She has occupied Malta for something like a century, I believe under a very similar promise.

The President—I hope you will pardon me if I do not answer that question.

Senator Fall asked who would defend the mandate territories against external aggression under the league, and the President replied that primarily the duty would rest with the mandatory power.

Replying to another question regarding the form of Japanese promises to return Shantung, the President said:

"They are evident in a process verbal."

Relied On Japan's Good Faith

Replying to another question regarding the form of Japan's promises to return Shantung, the President said:

"They are evident in a process verbal of the so-called council of four."

Senator McCumber—Is there any objection to their being produced before the committee?

The President—I think there is a very serious objection. The reason we constituted that very small conference was so we could speak with the utmost absence of restraint, and I think it would be a mistake to make use of those discussions outside. I do not remember any blazing indiscretion of my own, but there may be some.

Senator McCumber—In those conversations it was fully understood that Japan was to return Shantung as soon as possible. Was there anything stated as to what was meant by "as soon as possible."

The President—No. We relied on Japan's good faith in fulfilling that promise.

Senator McCumber—Then "as soon as possible," would naturally mean as soon as the treaty has been signed under which she accepts the transfer from Germany?

The President—I should say that it would mean that the process should begin then.

Asked whether Japan could not be depended upon to carry out her agreement in good faith the President said:

"I have every confidence that she will."

Weak Nations Aided

Senator Pomerene suggested that if the treaty failed of ratification Japan would have Shantung practically at her mercy, whereas if it were ratified China at least would have the moral assistance of the powers for protection of her rights.

The President—I conceive one of the chief benefits of the whole arrangement that centers in the League of Nations to be just what you have indicated—that it brings to bear the opinions of the world and the controlling action of the world on all relationships of that hazardous sort, particularly those relationships which involve the rights of the weaker nations. After all, the wars that are likely to come are most likely to come by aggression against the weaker nations. Without the League of Nations they have no buttress or protection.

With it they have the united protection of the world; and inasmuch as it is the universal opinion that the great tragedy through which we have just passed never would have occurred if the central powers had dreamed that a number of nations would be combined against them, so I have the utmost confidence that this notice beforehand that the strong nations of the world will in every case be united will make war extremely unlikely.

Senator Moses asked if the copies of the process verbal were among the private papers of the Council of Four.

The President—I have a copy, Senator, I regard them as a public trust, not private papers, and I can assure you that they will not be destroyed.

The President added that he would feel it his duty "to leave those papers where they could be made accessible" at any future time.

No Aid Promised China

In reply to another question the President said he had no doubt that should China make complaint to the league council about Shantung the council would consider her claim promptly.

In reply to questions by Senator Johnson the President said the United States was not cognisant of secret treaties when it entered the war. So far as is known no secret agreements were made among the allies after the United States entered the war.

Senator Johnson—When our government, through you, Mr. President, in January, 1918, made the 14 points as the basis for peace, were those points made with the knowledge of the existence of the secret agreements?

The President—No; oh, no.

Senator Johnson—It was not intended, then, by the expression of these 14 points to supplant the aims contained in the secret treaties?

The President—Since I know nothing of them, necessarily not.

Senator Johnson—Did China enter the war upon the advice of the United States?

The President—I cannot tell. We advised her to enter, and she soon after did.

Senator Johnson asked whether the United States had promised China to protect her interests at the peace conference.

The President—We made no promise. She knew that we would do as well as we could.

Senator Johnson—You did make the attempt to do it, too, did you not?

The President—Oh, indeed I did, very seriously.

Senator Johnson—And the decision ultimately reached at the peace conference was a disappointment to you?

The President—I may frankly say that it was.

The President referred to the fact that the Japanese had presented a resolution for racial equality, "but rather as an expression of opinion or hope, and it was not pressed for action."

Senator Johnson—May I ask, if permissible, how the representatives of the United States voted upon that particular proposition?

Declines To Answer Query

The President—I think it is very natural you should ask that. I am not sure that I am at likerty to answer because that touches the intimacy of a great many controversies that occurred in that conference, and I think it is best, in the interests of international good understanding, that I should not answer.

When a question was raised as to why the policy of the United States to fix a definite sum for reparations in the peace treaty was not adopted the President replied it was "not an explanation discreditable to anybody, but it is an international secret," and he suggested that the answer be left out of the record. After discussion the answer was not given at all.

Senator Johnson again brought up the Shantung settlement, asking:

"Did Japan decline to sign the award as made or provided in the peace treaty?"

The President—Her representatives informed us, Senator, that they were instructed not to sign in that event.

Senator Johnson—Was the decision reached because Japan declined to sign unless that decision was reached in what way?

The President—No, I do not think it would be true to say "yes" to that question. It was reached because we thought it was the best that could be got, in view of the definite engagements of Great Britain and France, and the necessity of a unanimous decision, which we hold to be necessary in every case we have decided.

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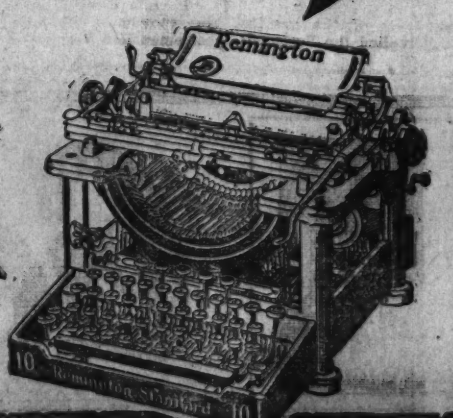

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Hammerstein---His Personality And Achievements

To become a personality in a city of five millions, a man has to be a veritable Titan. Such a Titan was Oscar Hammerstein, both as a theater-builder and as a grand-opera producer, says the Brooklyn Citizen, which gives him his title better perhaps than the newspaper of his own borough. Almost similar, but with implied dubiety, is the tribute of Musical Courier (New York) in saying, "He was the musical cousin of Barnum, . . . a great impresario in every sense, but a finanical one, . . . a savior of grand opera, . . . and a joy in the way he kicked traditions aside." It is also not to be forgotten that "he had a wealth of human understanding and unholy wit under his famous silk hat." "He made life exciting for other impresarios, and he made it gay for us onlookers." The Baltimore Sun, which can view the impresario who died on August 1 detached from any feeling about Hammerstein as a local celebrity, protests that "he was not a mountebank, but a stimulating influence of great value." It hits off the fact that Mr. Hammerstein's personal eccentricities were nothing to the fact that he has achieved "a definite place in the history of grand opera in America":

"It was the fashion to laugh at Oscar Hammerstein, with his tall, silk hat and his fat cigar, even in the days when he was indisputably successful. There seemed to be something flighty about his spectacular ventures, and when the most pretentious of them failed financially the average man interested in operatic matters said, 'I told you so.' Now that he is dead, however, the thing about him which comes most strongly to mind is the fact that at the Manhattan Opera House he gave mighty good performances of opera which, though worthy and eminently deserving of a hearing, might never have been produced in this country but for his initiative and artistic sense. The more conventional and financially more stable Metropolitan was forced to follow his lead and was by him galvanised into a fuller life. He introduced new artists, too, who have stood the test of time—Mary Garden and Tetrazzini, among others—whose appearance in New York would have been delayed or prevented but for him."

The Manhattan was the last of his gorgeous successes combined with brilliant failure. To it he climbed by an up-town progress from the early purlieus of the Bowery. The New York Evening Post sketches his career:

"Born in Berlin in 1847, Oscar Hammerstein came to this country in 1865, as he said, later, to escape the tyranny of his father, who was an austere man and ruled his family with true Prussian vigor. As a boy he developed a great love for music, and before he was fifteen years old had studied the flute, piano, and violin, and was a fairly good performer with all three. His father was not musical, however, and after an unusually hard thrashing for his flute-playing, young Hammerstein pawned his violin, ran away to Antwerp, and took passage for New York on a sailing-ship, arriving in the fall of 1865. Three hours after his arrival he secured a job as a cigar-maker's apprentice, and lived on his two dollars a week for a year. Then he began writing articles on the making of cigars, and five years later became the editor of The Tobacco Journal. Then he invented cigar-making machines and laid the foundation of his first fortune.

"With his future apparently assured, he took up his music again and wrote a number of songs which brought him into contact with the theatrical and musical world, and in the late '70's took a lease of the old Windsor Theater on the Bowery, formerly the Stadt Theater, where Wachtel first sang in this country. Then he became a partner in the Germania Theater on Fourteenth Street, that afterward became Tony Pastor's, with Adolf Neuendorff, and the pair brought Heinrich Conried, the German tragedian, to this country, the latter afterward becoming the impresario of the Metropolitan Opera house. During this period Hammerstein was a regular frequenter of the Academy of Music and, as he said, determined to become an impresario. Then after some real-estate operations in which he made considerable money, he built the Harlem Opera-house in the early '80's and opened it with grand opera with Lilli Lehmann and Perotti as the stars and Walter Damrosch as conductor. The project cost him $200,000 in three years, but he built the Columbus Theater, on One Hundred and Twenty-fifth Street, and made money there with Emma Juch as one of his attractions. Then he gave opera at the old Lenox Lyceum, and later built the old Manhattan Opera House on Thirty-fourth Street near Broadway and gave an unsuccessful season of opera at popular prices, after which Koster & Bial ran the house as a music-hall. Hammerstein's next venture was the building of Olympia, now the New York and Criterion Theaters, in which he sank a large amount of money. Next he built the Victoria Theater, now the Rialto, and produced operetta, but soon turned it into a most succesful vaudeville house; and later came the Republic Theater."

These achievements bring him to the year 1905, when with the second Manhattan Opera-house in West Thirty-fourth Street he started in competition with what most writers of musical history agree was the almost moribund Metropolitan. Tweuty-two operas, even with such singers as Melba, Bonci, Renaud, Dalmores, Gilibert, De Cisneros, and Sammarco, spelled a large loss. His second season was notable for its French opera, and a greatly strengthened company. The story proceeds:

"Twently-three operas were produced in 1907-08, four being new to this country, as follows: Massent's 'Thais,' with Mary Garden, Maurice Renaud, and Charles Dalmores; Sharpentier's 'Louise,' with Garden, Dalmores, and Gilibert; Debussy's 'Pelleas et Melisande, with Garden, Dufranne, and others, and Giordano's 'Siberia'; while he revived Offenbach's 'Tales of Hoffmann,' with Renaud's remarkable impersonation of the three characters, 'Crispino e la Comare,' and 'Andrea Chenier,' while in the same season Luisa Tetrazzini caused a sensation.

"In the season of 1908-09 his company was even stronger than before, and it was marked by the remarkable success of Mary Garden in 'Salome,' which had been produced once at the Metropolitan and withdrawn, but was produced ten times to enormous profits at the Manhattan. Hammerstein also added to his repertory Massenet's 'Jongleur de Notre Dame,' in which Garden and Renaud gave such great impersonations; Saint Saens's 'Samson and Delilah'; Othello,' 'Tosca,' and 'Princesse d'Auberge,' Melba returning to the company, and newcomers being Labia and Cavalieri. In the same season he completed and opened his new Philadelphia opera-house, the first opera being 'Carmen,' with the Countess Labia in the leading part, for a season of twenty weeks, with an entirely different company from that in New York, although it was strengthened from time to time by singers from this city in special performances. Campanini and Hammerstein parted company at the end of this season, and 1909-10 saw the production of 'Herodiade,' 'Griseldis,' 'Sappho,' and 'Elektra,' the last named with the great lyric actress, Mariette Mazarin, while experiments were made with educational opera and opera-comique; but the company was not up to the standard of other years and Campanini's strong hand was missed, so the losses were heavy. The Philadelphia season, too, had been a great expense, and Mr. Hammerstein had so many irons in the fire that he was unable to handle them. So in April, 1910, he reached an agreement by which the Philadelphia opera-house was taken off his hands, and his contracts with singers were taken over, leaving the field in New York to the Metropolitan Opera Company, while he was not to attempt opera in New York for ten years."

Ultimate financial failure in Philadelphia does not blind that city to his service to it, and The Inquirer now voices its gratitude. It used to have visitors from the Metropolitan, who sang amid "shabby and incongruous scenery":

"Old operas well sung, but indifferently staged, were the order of the day, and because no stronger appeal was made to the general public, the audiences were confined to a select few, and attendance at the opera was almost exclusively a social function. Oscar Hammerstein was to change all that. He began by building with unexampled rapidity the fine playhouse with which his memory will always be associated, and that in itself was an important and notable achievment; but the distinctive value of the service which he rendered to his community was derived from his extraordinary ability and energy as an impresario. Nearly all the best-known artists were members of the rival organisation, but Hammerstein, whose faculty for the recognition of talent amounted to genius, discovered others who, though less well known, were no less meritorious, and when he opened his first season it was not necessary to make any allowances for the company he had formed.

"Nor was he content to follow the routine to which operatic production had previously been restricted. One novelty after another was brought out under his progressive and fearless direction, and it is to him that Philadelphia is indebted for its introduction to a whole French school of opera with which it had until then been unacquainted. And his operas were produced in a manner which was nothing less than a revelation of previously unimagined possibilities. Such settings as those of 'Griseldis,' of 'Salome,' of 'Pelleas et Melisande,' will be remembered by all who saw them as veritable masterpieces of the pictorial art, and in every accessory all the Hammerstein representations were complete to a degree which approached perfection. They have never been equaled since, but the public has benefited by the necessity under which others have been placed of trying to live up to the standard which Oscar Hammerstein established."

The taps which sounded over the corner of Broadway where so many years of his life were spent were sitting for the passing of one who had always been a fighter. That he was not always victor in the struggle is more to the discredit of the community he served so long than to his own, if we take the view of the New York Sun:

"Dark days came when the worthy novelties of the French repertoire had been exhausted and ambition had misled the manager into such distant fields as London and Philadelphia. There was sympathy for the impresario who alone had risked so much in a field of amusement which always before him demanded as an inevitable condition of existence stockholders in its background. But there was no support for the man who had accomplished so much in broadening the operatic horizon in this country. Hammerstein was capable of lofty ambitions and splendid realisations as well as of abysmal violations of taste. But he was, above all, the impresario of the people, known, loved, and appreciated by them as no man of the theater had ever been in this country before, and he possessed an indomitable spirit of artistic enterprise."

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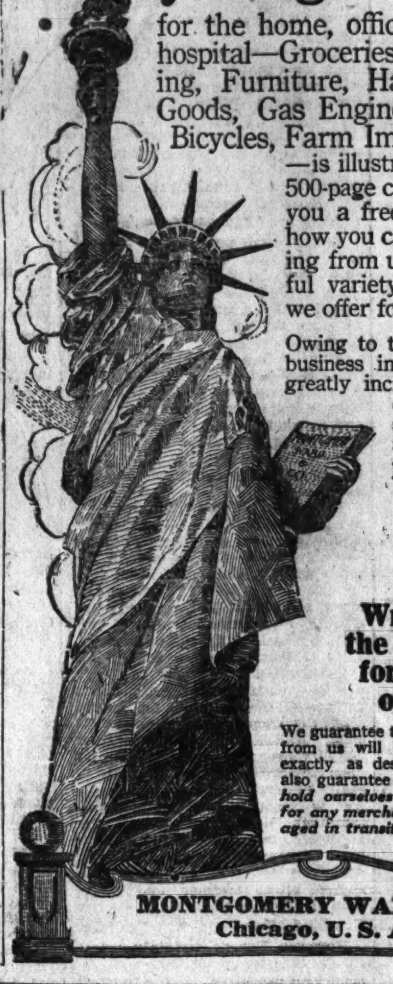

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U. S. Cannot Understand European Jealousies And Rivalries, Says Ferrero

'America Does Not Know Fanaticism Of Our Ferocious Wars For Creed, For Doctrine, For Nationality, For Language, For Race And For Class'

By Guglielmo Ferrero

Florence, Italy, August 16.—Welcomed by the roar of guns when he first landed in Europe, President Wilson left it, ignored by everybody.

The ominous hush of the very people who were so enthusiastic at his arrival, amounted to almost a sigh of relief at his departure. He celebrated his triumph before even engaging in battle. And many today charge him with betrayal and treason toward all Europe. To be quite fair in our judgment, we must acknowledge this feeling is unjust. It was also unreasonable on the part of the masses to expect their unbounded faith in him to be realised.

As a historian, I never believed in the over-enthusiasm which swept Europe in April, 1917, and which caused learned societies, governments, chiefs of state, etc., to burn incense before President Wilson's image and to crown his head with laurels. The wreaths were soon withered. President Wilson was not a "restitutor orbis" (restorer of the world). I want to state at once that I have the greatest respect for the Chief Executive of the United States.

Saved Europe From Germans

He has accomplished something very great. America has saved Europe from the German domination and we Europeans should not forget it, even if we have plenty of other reasons to complain of Wilson's intervention.

The criminal folly of the Russian Government, the stupidly proud stubbornness of the British general staff who insisted on carrying on the war in spite of every sane military argument to the contrary, the timidity and feebleness of the French Government, who did not dare to claim the supreme command for one of its generals, the levity and unconsciousness of the Boselli government in Italy, the slowness, the uncertainty, the little or no understanding and mutual faith among the Allies—had brought the general situation to such a point that it is difficult to imagine how the Entente could have avoided capitulation through hunger and military defeat in the Spring of 1918 without the miraculous intervention of America.

America and her President have done their best to remedy the many errors we had committed while fighting in defense of the greatest of all causes. It would be more than unjust to forget it now, in the anger of our resentment. But it certainly was unreasonable to expect that after giving us her gold, her food, her iron, her inventive genius and her men to help us win the war, America could have given us also ideas and principles for the reorganisation of Europe.

And it is undeniable that this very hope was to be found in the wild admiration of the whole of Europe for President Wilson. The people of Europe felt as you or I or any other human being would feel when in serious trouble, hoping for a miracle to help us out. And Wilson appeared to the tired populations of Europe as a sort of Messiah.

Can't Expect Miracle Nowadays

Events have proved how futile it is to expect miracles nowadays. Only now the moment has come to grapple with the situation and to look the naked truth straight in the face, no matter how unpleasant it may prove to us.

America has rendered us a very great service in helping win the war. America may even give us a greater help in helping us escape bankruptcy and to readjust our financial status. But that is all she can do. It is for Europe to establish for herself and by herself the principles of the novel order of things.

The present chaos is her work—it is not America's fault. And America cannot possibly help Europe put her house in order, because even if she were willing, she could not help create this totally "new world" owing to the fact that America's progress and greatness rests on a very different basis and has been developed for a much simple task.

The United States does not know the fanaticism of our ferocious wars for creed, for doctrine, for nationality, for language, for race and for class. America is even compelled to simplify every phenomenon of European history in order to make it easily understandable to her people. And Wilson's fourteen points were a luminous demonstration of this argument, making perfectly clear to us, who were on the inside, how to American eyes the European chaos showed much simpler and easier than it actually was.

Expected More From The President

However, Europe certainly expected more from the initiative of the American executive. If the fourteen points showed too great a task in the most formidable historical complication since the world began, the spirit of the American political ideal was certainly commendable. But it would have been necessary for Europe to have taken in hand that rough sketch, to have studied it thoroughly, to have understood it in its very spirit and to have, with its material, modelled and finished the vast and ambitious program. This task was naturally for France and Italy.

There was little to be hoped from England, who lacks fine culture, suppleness of intelligence and, last but not least, the generosity of sentiment which was necessary to accomplish a lasting work of civilisation. America, France and Italy should have been together in a common task, and they might have achieved great things, apart from the immediate need of concluding peace.

Unfortunately they have not been united. History only will tell us why. Today we are confronted by the spectacle of Western civilisation spiritually altogether unprepared for the solution of that baffling question which, if dissected, we find to be nothing more than a question of moral discipline, and a problem concerning national passions and interests.

The Socialists are trying to demonstrate that the Paris peace is an imperialistic peace, imposed on the world by the plutocrats.

Capitalism has gained nothing by the war and by the peace treaty. In the treaty just signed and in those now being prepared there is, undoubtedly, a strain of imperialism, but that is all, and for this reason they cannot be dubbed imperialistic because too many elements go to create the idea of imperialism, including the doctrine which only a few months ago we were all of us respectfully calling "Wilsonism."

The fault of Europe has been always the same—Europe had reached the stage when she had lost the sense of direction and did not know any longer what she wanted. Her politics were intransigent and yet she wanted peace, she advocated legal order and yet she fostered spiritual anarchy; she mixed up quality and quantity; she wanted the moon at midday and the sun at midnight.

This fault remains today in the agitations and discussions around the peace table and finds its way in the treaties, as an element of future disturbance, because not even such a dreadful trial as the world's war has been enough to cure such an inveterate moral ill.

This is why all the various schools and different political parties which were born of the intellectual and moral confusion that generated the war, and which have not yet found the courage of repudiating it, are now powerless to help in the task of re-establishing order; all parties, even the Socialist one.

Now that the war is almost over, the bacchanalia of imprecations begins. Criticism, ridicule, insult have never found such easy material. President Wilson is the first victim. Socialism in every country joins hands against him. And this in spite of the fact that wherever Socialism has gained the upper hand and taken the reins of government, it has achieved nothing more than Wilson has in Europe.

War with foreign enemies, civil war, drumhead executions, corruption, violence, attempt at mass levies, forced requisition of foodstuff dictatorship. Is this the beginning of a new order, or the zenith of "Bourgeoise" disorder?

No—not one of the doctrines prevailing before the great war will cure the world, if before attempting it it does not first cure itself of the very germ of that fatal disease which all have contracted in that awful bedlam of disorder. Necessity alone will prove a sovereign remedy.

Confronted by necessity, the world will find its way in the labyrinth of the present chaos—above all it will decide whether it wants peace or war. Whether "might" or "right" is to be the cornerstone of the new social order. If neither Wilsonism or Socialism prevail, then the world itself will cut the Gordian knot, pushed by the eternal necessity of the struggle for life.

St. John's University News Items

The Johannean, the annual publication of the students at St. John's, made its appearance this week. The annual is supposed to be out in the Spring and the delay in the issue of the 1919 number is due to the early closing of last year. The Johannean is a fairly large book and it contains the usual pictures, special articles, jokes and comments that are characteristic of the college annual everywhere. The present number is dedicated to the late Mrs. Pott.

* * *

St. John's students represented the local student organisation at a mass meeting held at the Public Recreation Ground near the West Gate of the city on September 21. The purpose of the meeting was to encourage the buying and selling of national goods. The meeting was attended by merchants and students.

* * *

The Shanghai students' Union held a meeting for the election of officers on September 21 at the Nanyang Railway and Mining College. Mr. Zung Teh-tsang of St. John's was elected vice-president. Other St. John's men on the boards and committees of the Union are the following: Mo Zoong-koen, Zung Yah-he, Zi Yuin-ngauh, Ng Ling, Soong Kia-jih and Liu Tsoo-hwe.

* * *

The Men's Auxiliary of the Shanghai District held its annual meeting at St. John's on September 25.

* * *

The student organisation of athletics, the Executive Committee of the Athletic Association, has been organised for the year. Mr. Daung Zu-ping, captain of the football team, was elected president of the association at its first meeting.

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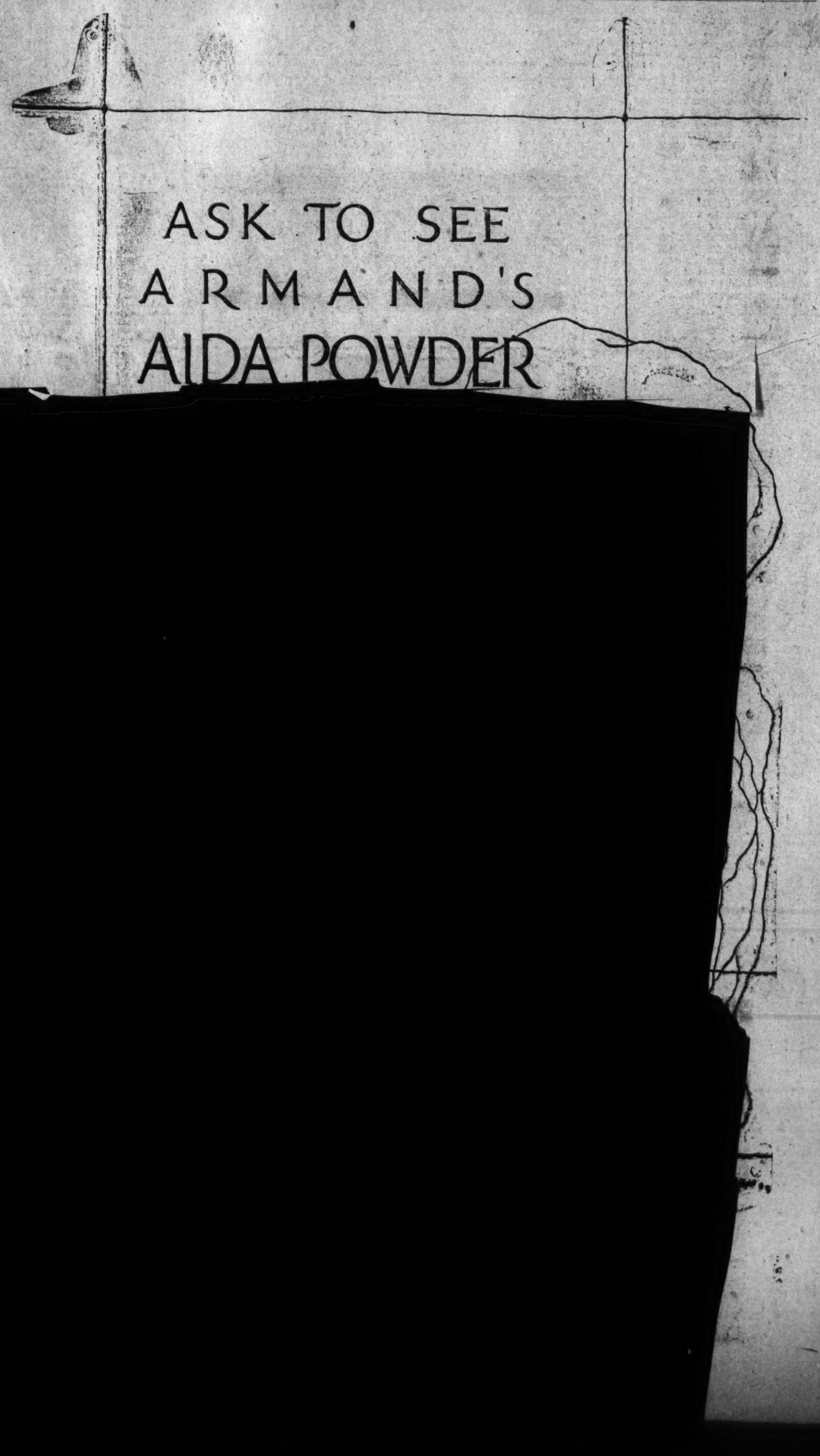

Strike Epidemic In U.S.

Can Be Traced Entirely To Cost Of Living

New York, August 15.—Wages in the United States have not kept pace with the mounting cost of food, clothes, housing and other necessities. Even the most powerful and aggressive of the labor unions have failed to secure for their members wage increases commensurate with the rise in prices. Thus the railroad workers average annual wage in July, 1919, was approximately 87½ percent greater than in July, 1914; but the cost of living during the same years increased almost 96 percent. The percentage figure as to the cost of living is, of course, only approximate, though it is probably fairly accurate. Labor leaders say the increase has been greater, contending that the dollar has so declined in purchasing power during the past five years that it is now worth but 30 cents.

The Merchants' Association of New York City recently issued a report, based upon the findings of a special investigating committee, that "Higher wages have not yielded a correspondingly higher real return to labor;" and the investigators saw but two practical remedies, a "smaller profit per unit" in production, a greater efficiency in production, or both. Government investigators have declared that to live in "minimum comfort," the wages earner of a family of five should earn at least $1,800 a year. Investigators in Chicago have more recently declared $1,918 a just minimum. The United States Bureau of Labor Statistics finds that the average cost per year of twenty-two principal articles of food for a New York family was 84 percent greater in June, 1919, than the average cost in 1913. Wage demands of newspaper printers of New York were arbitrated some months ago by Frank Morrison, secretary of the American Federation of Labor. The printers were awarded $46.50 a week, an increase of $9. In 1914 the men were getting $30 a week. Mr. Morrison pointed out that to meet the increased cost of living the award should have been for $53.60.

As in most—if not all—the countries of the world, the high wages of 1919 will not buy as much as the relative low wages of 1913-14. It has been hard for the average mechanic to realise that his $30 or $40 a week is actually worth less than his $24 a week three or four years ago. Now that he does realise it, he is going on strike for more wages. The nation is beset by a very epidemic of strikes. No large city is free of them. Many striking unions are demanding the 44-hour week. workers recently organised are striking to win recognition of their union, though this latter is, of course, only preliminary to demands for higher wages. Some building trades workers are demanding a 40-hour week.

The mounting cost of living, beside stirring thousands of workers to strike, is recruiting members for the American Federation of Labor from the ranks of workers heretofore considered "middle-class." The movement of public school teachers to affiliate themselves definitely with labor is nationwide. Their first demand is for more wages. Writers employed by the newspapers of the city of Boston recently affiliated with the A. F. of L. They demanded and got a graduated wage scale of $38 to $45 a week. In a city in Pennsylvania the news writers have organised a labor union. The news writers' union of St. Louis has begun a wage survey preliminary to demands for increases. The movement is spreading rapidly. Organisers are active in Chicago, Seattle and other cities. Labor journals, note the "awakening" of journalists with expressions of satisfaction amusingly similar to those with which they greet news that policemen are joining labor unions. "We have noted," declared a Boston correspondent of a labor weekly, "that published accounts of strikes have been fair since the writers joined the A. F. of L."

It is generally reported and believed that the police are being unionised in several of the big cities. The legal counsel of striking tramway workers of New York announced last week that the New York police were forming a union and had employed him as counsel. The "cops" want more wages. They are also said to be organising in the cities of New Jersey, the state across the river from New York. In Boston, a large Eastern city, the police have applied for an A. F. of L. charter. The Radical Call thinks that the affiliation of these two groups through the A. F. of L. with the manual workers, if general throughout the country, will "at least make them neutral" in future struggles between labor and capital. Municipal fire fighters in New York and a number of other cities are already affiliated with the A. F. of L. Unionisation of the police meets with particularly bitter antagonism. A Boston newspaper demands the discharge of all union policemen, urging that their places be filled—"as they can and will be filled, by honorably discharged soldiers and sailors whose only allegiance is to the Union of forty-eight states."

Then there are the actors. Their strike for recognition of their union and a new contract containing provisions for pay during rehearsal, "time-for overtime"—that, is, Sundays and holidays, has at this writing closed twelve New York theaters and has spread to Boston and Chicago. The actors' union is affiliated with the A. F. of L. and includes in its membership, stars and chorus people alike. Their strike tactics are the tactics of their "proletarian" brothers. They picket the struck theaters, hold street meetings and carry inscribed banners. An A. F. of L. organiser said recently that a delegation of physicians asked him to organise doctors employed in hospitals. They wanted more pay. In the meantime, though the Federation of Labor encroaches further and further into the supposed domain of the middle-class, nothing seems to come of the projected organisation of an anti-labor "middleclass union."

As the cost of living outran the wage scale, so did it escape many labor leaders. They have been wont to look at the upward climb of the wage rate in money rather than its actual decline in purchasing power. A well known authority on labor matters a year ago remarked that unless the American labor leader soon supplied his followers with a method of halting the losing race between wages and prices, the rank and file would find new leaders. The unauthorised strike is one of the significant features of the present labor situation in the United States. The transportation lines of Chicago, second largest city of the nation, were recently tied up for four days by an "illegal," rank-and-file strike. When the national head of the street railway workers succeeded in having a strike referendum the strike was called off by a majority of but 386 votes, and of the 15,000 men striking, over 2,600 did not vote.

When an election for district officials of the United Mine Workers' Union in a Pennsylvania coal mining district resulted in the reelection of the old, conservative officials radical leaders charged fraud and demanded a recount. Denied that, a number of local unions seceded, held a convention and decided to withhold the pay of the officials. A recount was then conceded. The workers of the railroal shops who struck for more pay in many parts of the country, in defiance of their national officials, are returning to work, President Wilson having declared that until they did so their demands would not be considered. But they returned to work declaring that unless their demands were granted a national strike vote would be taken in a few weeks.

All the railroad workers are demanding wage increases which would add to the annual expenses of the railroads one billion (1,000,000,000) dollars. Their leaders have declared they desire only to maintain the living standard, that they would prefer some other method than the "vicious circle" of high prices, higher wages, higher prices, higher wages, but if prices stay high there must be a wage adjustment, and they have given the Government to understand that to secure such adjustment the railroad organisations are ready to use all the power they have.

According to A. B. Garretson, former president of the Railroad Conductors, and chief spokesman for the railroad workers during the present crisis, nine-tenths of the leaders in the labor union movement are "sitting on the lid." And pushing against the lid is the "rank and file," increasingly impatient with labor's officialdom.

Of the country's resent strike epidemic perhaps the most significant features are the recognition of the wage earner that more money does not necessarily mean more food, more clothes, a better home, etc.—that in fact it may mean less, and the spirit of revolt against conservative leaders in the rank and file.

The writer has before him data from the daily press of about 200 strikes called in the last two weeks, most of them in Chicago and the big cities of the Eastern states. The American workingman is striking first for more pay and second, for shorter hours to decrease unemployment, thus increasing his earnings. They are job strikes, none of them political. The political strike finds no favor in the United States. Witness the abortive Mooney strike propaganda and the inability of radicals to interest the mass of labor in strike demonstrations for the release of agitators jailed under the wartime sedition laws. But the engagingly simply tactics of the old line leader—"When in doubt strike for more pay"—is being criticised. The progressive leaders, the radical agitator and the conservative daily press are vying with each other in the task of convincing the labor unionist that it is no remedy at all. Convinced of that, he is not likely in his present frame of mind to accept the very sensible advice substituted by the latter: "Work harder and so increase production."

He will, unless the present earnest efforts of the Government result in a real, permanent cut in the cost of living, pay increasing attention to the radical propagandist.

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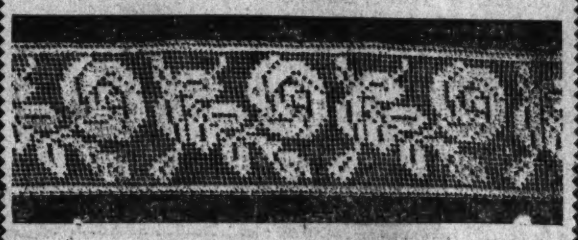

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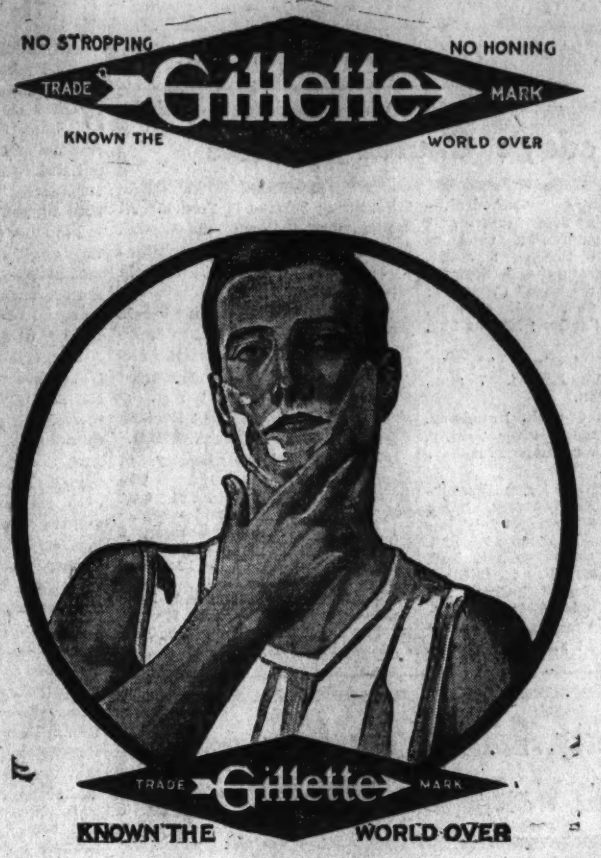

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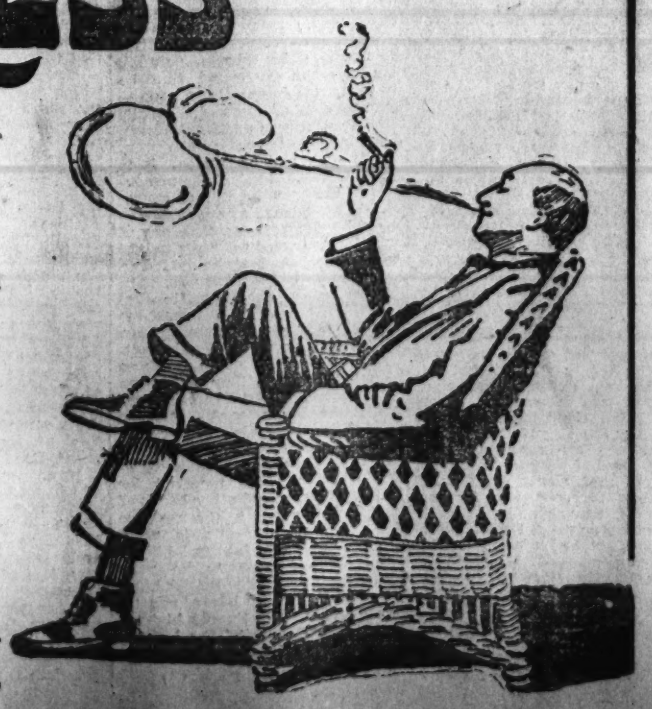

THE CHINA PRESS

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Today's Church Services

Holy Trinity Cathedral.—Fifteenth Sunday after Trinity. 8 a.m., Holy Communion (and at Bubbling Well Chapel 8 a.m.). 10:30 a.m., Mattins and Sermon. Anthem "Lead me Lord" (Wesley); Hymns 191, 220, 224. 6 p.m., Evensong and Sermon; Hymns 223, 335, 423.

Monday, September 29, St. Michael and All Angels. 7 a.m., Holy Communion.

St. Andrew's Church, Broadway.—Fifteenth Sunday after Trinity. 10:30 a.m., Mattins; Preacher: Port Chaplain.

Union Church.—11 a.m., Preacher: Rev. C. E. Darwent, M.A.; Subject, "The difference Christ has made;" Chant: 38; Hymns 94, 328, 236, 360. 6 p.m., Preacher, Rev. C. E. Darwent, M.A.; Subject. "Mending the Gospel;" Chant 28; Hymns 1, 275, 366, 683.

St. Joseph's Church.—Masses at 7, 8, 9:15 and 11 a.m. At 11 a.m. High mass; Sermon in French. At 5 p.m., Benediction of the Blessed Sacrement. Masses on week-days in September, 7 and 8:30 a.m., in October, 6 and 7:30 a.m.

Shanghai Free Christian Church. (Corner of Range and Chapoo Roads). On Sunday next the services in the above will be conducted as follows: Morning 11 a.m. by Rev. J. L. Campbell, D.D.; Evening 6 p.m. by Rev. J. L. Campbell, D.D.

Christian Science Society of Shanghai.—Masonic Hall. The Bund. Sunday Service 11 a.m. Subject: "Reality," Sunday School 10 a.m. Wednesday evening 6 p.m. Reading Room open daily except Sunday 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral, Jessfield.—Evening Prayer in English at six o'clock. Preacher: The Rev. F. L. Hawks Pott, D.D.

Lord Grey, Britain's New Ambassador At Washington, A Great Democrat

By P. W. Wilson

United States Correspondent of the London Daily News.

The appointment of Viscount Grey to be Ambassador at Washington will be regarded throughout the British dominions as an event of far-reaching international importance. Since the resignation and death of Sir Cecil Spring-Rice, the British Embassy has been virtually vacant, for the interrupted though brilliant tenure of the position by Earl Reading had to be temporary only, because this Ambassador was also Lord Chief Justice and could not be permanently away from his judicial duties. The fact that numerous other names were suggested for the post, and among them the most distinguished in our roll call, will show how anxious was the British Government to appoint a man worthy of England's affection and regard for the great Republic of the West. The favorite was either Mr. Lowther, the good-humored and dignified Speaker of the House of Commons, or Mr. Fisher, who as the most progressive of all our Ministers of Education was already known in American universities, and might have repeated the success of Viscount Bryce. But there were many of us who from the first appealed that Viscount Grey might be induced to assume the responsibility, and his acceptance will be, it is hoped, a triumph for Liberal ideals in world policy. In British circles there is confidence that as an Ambassador he will prove acceptable. In any event, Americans will realise that Mr. Lloyd George has at last picked the man believed to be absolutely the best for the greatest position in England's diplomatic service.

Lord Grey was Foreign Secretary for eleven momentous years. Never before in our history has a Foreign Secretary consented, after holding office, to be an Ambassador. It is a precedent which indicates his views, at any rate, of what the friendship of the United States means for the 430,000,000 who dwell within the British sovereignty and for the peace of the world. The situation is the more interesting because Lord Grey is a strong supporter of Mr. Asquith and therefore out of touch, if not with Mr. Lloyd George himself, at any rate, with his Conservative associates. Yet he goes to Washington with the entire approval of all parties in Britain, Liberal, Labor and Tory, and so sweeps aside all political and personal predilictions.

Having known the Ambassador for many years and listened to all his more important speeches, I can well understand why he hesitated before accepting his present task. In the most peaceful times the British Foreign Office is enough to break the strongest man. Lord Grey entered the place in 1905 with a magnificent constitution, based on habits at once regular and athletic, for he held the championship at tennis and wrote authoritative books on fishing. He had no children, and the first great tragedy of his life came when his wife, to whom he was devotedly attached, was killed outright in an outdoor accident. From that time onward Lord Grey became a recluse, fulfilling his public duties but otherwise at home only to his pet squirrels and other friends of the forest. When Col. Roosevelt attended King Edward's funeral he found in Grey a congenial spirit; they walked through the woods, compared notes of natural history and established the freemasonry of sportsmen. But already the shades were closing in on the horizon, loomed larger and larger the German menace. Grey fought the war cloud bravely till it burst. When he retired, his nerves were shaken. His sight was dimmed. He had such difficulty in taking food that graver fears were entertained. However, save for his eyes, he is now happily himself again, and I may recall the fact that one of our greatest administrators of the last generation, Henry Fawcett, Postmaster General in the eighties, when blinded by gunshot, made a notable success of his duties. The American people cannot fail, by their hospitable sympathy, to help a statesman who at this terrible time has in part sacrificed God's greatest gift of vision, like many a soldier, to the common cause. I say this because the one question which may arise is whether Grey will be what is called in this country "a good mixer." It is possible that in the years before us the conduct of world affairs will be so anxious for statesmen of every country as to prevent their undertaking all the social activities which they would desire. Grey's first duty will be, of course, to introduce the Prince of Wales. It can hardly be doubted that the personal influence of King George has been brought to bear upon the new arrangement.

Born in 1862, Grey is fifty-seven years old, which for a British statesman is the prime. His school is Winchester, smaller than Eton but as famous. Many American soldiers stationed there must have seen the picturesque old buildings. At Oxford his college was Balliol—Balliol under the worldly wise mastership of Jowett—and he began his career as private secretary to his cousin, who afterward became Earl of Cromer, the organiser of modern Egypt. Hence, to some extent, the zeal with which he defended in Parliament the retiring grant to Cromer of $250,000, which was fiercely attacked by labor, partly as a means of showing sympathy with national aspirations on the Nile.

Grey was destined to be much more than a private secretary. He had a fair fortune, an estate and family, in days when family still counted. Also he was Gladstone's most favored young man. What Gladstone said is often misquoted, but it was, to be quite accurate, "Ah, Grey—there you have the Parliamentary manner." He is not eloquent. The sentences are conversational and sometimes ragged. He often repeats a phrase, to gain time. But the quality of his style is repose. Of all the public men I have known and watched, I should say that no one better illustrated the principle—character tells. Grey has been the last of the Whigs. He has had to outgrow some prejudices. When Rosebery and his Liberal League opposed Bannerman, Grey stood in with them, and only joined Bannerman's Cabinet at all because of the persuasions of his friend, Arthur Ackland. He had supported the South African War, and at first he did not at all like Lloyd George's famous budget, with its land clauses. In the Parliament of 1906, with its overwhelming Radical sentiment, I have seen him, over and over again, allay raging opposition by the sheer force of a cool voice, a steady eye and obvious sincerity. He seemed capable of error but never of a mean motive. Labor detested his Russian Entente, but even labor discovered that he was at heart a democratic person—curiously enough more democratic in the Cabinet than on the platform, where applause was to be won. Usually with our statesmen, it is the other way. Against the pretensions of the peers he was as adamant. For woman's suffrage he fought harder, perhaps, than any of them, however radical they might claim to be. And if he added a peerage to his baronetcy it was, as in the case of Viscount Bryce, because he could not help it. He was too busy to watch over a constituency. Yet he had to stay in Parliament. A seat in the House of Lords was the only solution. They pressed on him an Earldom, but he would only accept the lower rank. Yet so eminent had been his services that even as Sir Edward Grey, a commoner, they made him a Knight of the Garter, an honor reserved for Kings and Dukes and other heads of great houses, except in the one case of Palmerston. No one is more utterly against the right to legislate because you happen to be your father's son than the British Ambassador. His family has, of course, played a big part in English history. Earl Grey, who passed the Reform Bill of 1832, belonged to it; so did

(Continued on Page 15)

Nationalism Still Dominates All Europe's Affairs

The Various 'Messes' In The Balkans Show Internationalism Has Made No Headway

By Frank H. Simonds

(New York Tribune)

SINCE I returned from Paris, more than two months ago, readers and friends of mine have not infrequently said to me, in substance, "Why continue to discuss in your articles the 'messes' in the middle of Europe rather than the questions which more immediately concern the United States, such as the precise effect upon us of the various provisions of the League of Nations?"

The answer to this inquiry seems to me to be gradually disclosing itself in the various "messes" themselves. It appears almost beyond question that the mass of the American people must at last be beginning to see the essential difference between the European fact and their own understanding of the fact, as derived from Paris reports during the progress of the peace conference and from the Washington comments in advance of that gathering.

I remember that Jane Addams said to me in Paris, at the moment when the Fiume and Shantung disputes seemed to be bringing the whole League of Nations conception down like a house of cards, that the "new ideas" had suddenly encountered and been blocked by a recrudescence of the old nationalism. In a sense, it seems to me, Miss Addams put her finger upon the exact difficulty, which has not decreased in importance in the period which has followed the signing of the Treaty of Versailles.

The American delegation, headed by the President of the United States, went to Europe to advocate an idea which was itself based upon an interpretation of the world conditions. The idea, the fundamental idea, which underlay all the subsequent actions of Mr. Wilson was itself bound to lead to inevitable confusion, chaos, failure, provided that the interpretation of world conditions proved to be inexact.

We may say that this idea, which we call the League of Nations principle, was predicated upon the assumption that the whole world, as a result of the terrible experiences and the ineffable agony of more than four years of war, was seeking a new organisation of world relations which would make a recurrence of this catastrophe impossible; that the people, who in the end control their governments, were prepared to make any concession to their neighbors, to their rivals, to listen to any compromise based upon justice, which would abolish the old causes of war.

Now, if this essential fact should prove not to be a fact at all, then it must be clear that the League of Nations could not be any more than a dream. For if the French, the British, the Italian, and, for that matter, the German people, were not prepared to make very great sacrifices, then the old causes would remain, the old rivalries continue and the noble aspiration of world peace prove illusory.

But what concessions were necessary? Here was and is the key of the whole situation. For example, we in the United States have an old and longstanding quarrel with Mexico and an even more recent dispute with Colombia. In each case we, as a result of an arbitrary use of power, took territory to which our moral claim was slight, if not non-existent. Should we as a consequence, be prepared to cede back Southern California and New Mexico to Mexico and Panama to Colombia, provided that the French and the British, the Italians and the Japanese concluded that there was no other way of abolishing Mexican and Colombian resentment? This was, in substance, the thesis which we proclaimed in Europe.

We, through the President, asked the Germans to give up territory taken from the French, the Poles and the Danes, which in several instances had been in German or Prussian hands for years preceding the American Revolution. We asked the Hungarians to give up lands which had been theirs for a thousand years; we told the Italians that they could not have a city and a shore which had been Latin which was decorated with some of the most splendid monuments of Rome, some of the most charming instances of Venetian architecture and in which, in certain districts like Fiume city, the population was Italian and desired to be joined to the Savoy monarchy.

More than this, we told the French that they must now, at the end of a war forced upon them by the Germans, after the fourth invasion of German armies within a century, resign the permanent maintenance of the only safe military barrier against still another invasion, while we opposed their acquisition of certain coal lands, part of which had been stolen from them a century ago, as a compensation for the wanton and deliberate destruction of their own coal districts about Lens.

Now, we did not, for reasons which remain a bit hazy, insist—although we did suggest—that the British consent to a change in the conditions of sea power which, under the vague formula of the "freedom of the seas," would have, at least in British eyes, weakened the one weapon essential to their existence, not alone as a great power, but as a free people.

In the Paris conference our representatives at various times opposed the French, British, Japanese and Italian claims, while they agreed to changes with respect of Germany, of Austria and of Hungary which subsequent developments make it idle to suppose the peoples of these several nations will accept permanently, since in every case these changes placed at least a minority and sometimes a majority under a hateful alien rule. In the same way we did equal violence to the aspirations of the Rumanians, the Greeks, the Southern Slavs and the Poles.

I do not mean to suggest that in all or any of these cases there was real wrong intended. There were mistakes, there were errors, such as Shantung, the German Tyrol and the Slovenian Hinterlands of Trieste. But, all in all, the things we advocated were based upon an honest desire to do substantial justice, an earnest study of the ethnic and economic facts and a controlling desire to find some basis of compromise which would be fairest to all concerned.

But it was inevitable that these various sacrifices demanded of the several peoples would cause protests and encounter resistance; they could only be achieved provided that the various peoples affected were all equally controlled by an overmastering and dominant purpose to assist in the reorganisation of the world on a new basis—on the abolition of war, on the sacrifice of nationalism to internationalism.

If the Germans, for example, were unwilling to receive the new doctrine and consent to the liberation of three or four millions of their Polish subjects, long held in slavery and in the first instance acquired by a piece of international brigandage, beyond defense; if they were determined to retain the territory thus taken, to resist the taking by every known means; in a word, if they valued what they conceived to be their property more highly than the new ideas, then the thing would fall of its own weight, because the Poles would be compelled to look for allies to preserve what they had received as a matter of right from the Paris conference and the Paris conference would have to rely upon force, not only immediately, but for the future, to protect its decisions.

But it was manifest from the outset that Germany, the German people, were not willing to accept the liberation of their Polish lands, which cut their own territory into two parts, separated by alien lands. Moreover, it was equally clear that the Austrians, the Hungarians, the Bulgarians, all our enemies, were not more willing to accept other similar settlements, even when based upon equally just premises, with any greater readiness.

This was, however, less immediately disturbing than the fact that soon developed that not only the recently hostile nations, but those countries still united in the alliance which had won the war, were not in the least disposed to accept similar arrangements. The French, for example, were willing to surrender their claim to the military barrier of the Rhine frontier only if the United States offered its military strength as a substitute, that is, if we undertook to replace the Rhine barrier by American armies which would debark in France whenever Germany violated the terms of the treaty.

As for the British, they were ready to do everything in the world to assist Mr. Wilson in applying his principles, the American principles, to every other nation in the world, but the President learned with instant alacrity that a discussion of the question of the freedom of the seas was beyond the possibilities of the situation. In this, as in the French instance, what was encountered was not a desire for territory, an imperialism of the old sort, but the instinct for self-preservation. Britain and France, each of them, after a terrible experience which had fallen little short of being fatal, insisted upon guarantees against a return of the danger which were not found in the League of Nations principles.

The dispute with the Italians which next intervened went a little further; the Italians were concerned both on the score of security and of territory. They asked for a guarantee not against a situation which existed, but one which might arise. They asked protection against the possible development of a Slav state on the east shore of the Adriatic, including those provinces of the old Hapsburg monarchy from which came the main mass of the troops which had held and defeated Italy at the Isonzo and subsequently invaded and wasted Venetia to the Piave. And they were not willing, like the French, to take an American alliance instead of a territorial barrier.

Here, then, was an absolute break between the Allies; one of our associates in the war repudiated the principle which was the foundation of all American policy at the peace conference. Moreover, when the President appealed to the Italian people over the heads of their statesmen, the people rallied to the statesmen, demonstrating that at least one people valued certain things more than peace.

Before we emerged from the first stage of peace making, therefore, it began to be apparent that the original conception, the essential conception of the President, that the peoples of the world were prepared to make any sacrifice for a reorganisation of the world on new lines, was breaking down. Not only were the German people manifestly unwilling to do justice to enslaved races, but our Allies, the three great western powers, all of them liberal democracies, were not prepared to sacrifice what they conceived to be the conditions, the minimum conditions of national security.

In the case of Britain we had got around the difficulty by dropping the discussion of the freedom of the seas. In the case of France we had offered an alliance to take the place of a territorial occupation, a military alliance which was in conflict with the fundamental principle of the League of Nations. In the case of Italy we could find no solution, so the situation became and remains a deadlock.

Then we encountered Japan in the matter of Shantung. In this case there was nothing to give even a colorable appearance of a concern for national security. China did not threaten Japan and the possession by China of what had been stolen from her by Germany would not add any new territory which would give the Chinese an advantage if they ever should plan an attack. Nor was there any Japanese population in Kiaochow, as there was in Fiume and Zara.

No, the case was simple. It was the same old desire of a great nation to expand at the expense of a weaker; it was the old German principle of a "place in the sun." But in the face of the Japanese claims, largely because of the Italian experience, we surrendered; we turned 30,000,000 of Chinese over to Japanese masters. In doing this we frankly conceded that, so far as the Japanese were concerned, the new principles had no present application.

Thus, in the case of the four great nations with whom we had been allied or associated, the term is nothing. We were compelled in four specific instances to recognise that the original conception, the fundamental conception, so far as the League of Nations was concerned, did not apply, and in only one case, by offering a military alliance—itself in striking conflict with the League of Nations idea—had we avoided a complete surrender, either to the needs of national security, in the case of Britain and France, to the combined need of security and desire for expansion in the Italian case, or to the undisguised imperialism of the Japanese.

But all these concessions and compromises leading away from the League of Nations principles were but the prelude to what was now to come. Of a sudden our representatives in Paris, the Paris conference, found itself face to face with Rumanian, Greek, Polish, Southern Slav claims, which were urged by peoples who made not the slightest pretence at preferring world peace without their "lost provinces" to war and possession.

On the whole these claims advanced thus defiantly were just, or could be defended with far more semblance of justice than Italian claims or, for that matter, British and French, which had been allowed. The Rumanians asked for Bessarabia, for Transylvania and the Banat where their case for annexation was far better than that of the Italians in the Tyrol or of France, on the side of security, along the Rhine. The Southern Slavs presented claims which, under the League of Nations principles, were beyond cavil, since the population was mainly Slav and the economic relations were transparent. As for the Greeks, their claims were at least 2,000 years old and in most instances had lost nothing by the lapse of time.

Now the exact value of these "messes" in Europe which I have been discussing in various articles since I came home lies in the fact that they all reveal the same essential fact. It is not true, as we assumed when we went to Paris, as the President asserted and the American delegation steadily proclaimed and believed that the peoples of the world are so desirous of arriving at the elimination of the dangers of a new war that they will make great or, for that matter, moderate sacrifices to this end.

The truth is that whatever the abstract ideals of peoples may be, material interests, questions of national security and racial integrity have today exactly the value which they have always possessed. The proof is in the experience of the Americans in Paris, who based all their operations on the contrary notion.

And there is a further opposite bearing of these "messes" upon present conditions. If the big nations hold to the League of Nations principles, if enough of them agree, they can impose these principles upon the rest of the world. The United States, France and Great Britain have the men, the ships and the money, combined, to force Italy to give up Trieste, to invade Rumania and compel her to comply with Paris conference directions. But this means war, it means American troops fighting all over the world to impose principles with-

(Continued on Page 15)

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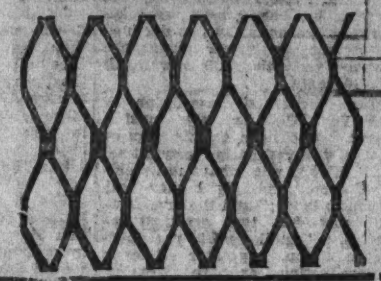

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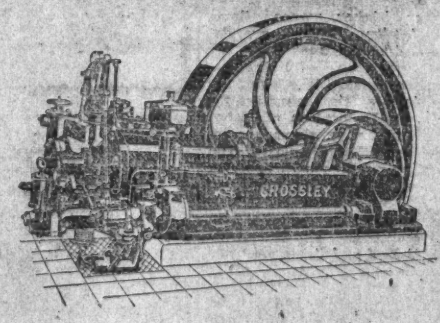

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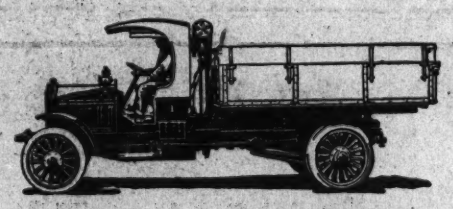

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Musical Matters

By R. B. Hurry

Correspondents wishing to draw attention to musical matters, or to ask questions, should address the writer, care of The China Press, *enclosing real names and addresses, not necessarily for publication.*

The use of music in connection with the film-drama has been developed along lines that provide what is to me something of a puzzle. The art of the film itself, in the form it is presented to the public, with all its increasing command of spectacular effect, is doubtless becoming more and more overweighted by considerations of returns in proportion to the ever greater cost of production.

Perhaps to one in the ring, acquainted with the mechanical and engineering resources, the present stage at which the film has arrived may appear inevitable, while those who pretend to diagnose public craze and to prophesy coming fashions in moving pictures, are no doubt able to make out a good case for the one-legged film-drama of today.

I have not access to the trade papers of filmdom nor to any organs of the world of the "movie," but that artistic resources and scientific improvements have been exploited onesidedly is, I think, sufficiently clear.

The case is something of a parallel to the late predominance of the "star" in opera. To secure its place in the sun of popular and artistic support the opera has had to wake up from its long nightmare of "stars" and overexpenditure on them, at the cost of everything else. So it seems certain will the film come into its own, although it is not so much the salaries of individuals that hamper its progress as the rage for enormous crowds and colossal proportions and scale in the screening.

The film as silent drama, requiring screened words in languages numerous, dubious, or both, must soon be a thing of the past.

Much of its appeal to a sense of humor; its naive unconsciousness of anti-climax will disappear, it is true; but the union of the film with a synchronised phonographic record will not only reproduce the original music specially designed to accompany the action and emotion of the play; it will remove at a stroke the necessity for the interruption of the action by screened words, so necessary to the silent film.

It is now announced that Mascagni's "Cavalleria Rusticana" is to be produced in London with action and sound as a "photo-phonograph." The surprising thing is that the sound-and-motion play has been so long delayed. Some of the money spent on casts running into thousands could easily be diverted to the synchronised production of plays and operatic works, which, with few exceptions, have much smaller casts than those of the silent film-drama. At the production of some of the great films large choruses and orchestras have supplied the special music. These, with the double record film, will be faithfully reproduced wherever the film is repeated.

What is to become of the film orchestras in the separate theaters, and the costly pipe-and-reed organs that have been installed in many of them in the United States and in England, is another question. There can be no doubt as to the ultimate union of the two methods of recording. Years ago I saw a most successful production of the kind, although I cannot tell why it was not followed up.

About three years ago, one of the Shanghai picture-theaters advertised an Edison "marvel" of the double record which, after my earlier experience, proved most disappointing. Prices, I remember, were increased on account of the supposed novelty. The play was an American college comedy, with songs and choruses but very little else by way of music. I reflected that the Wizard of Science had been engaged in very various pursuits, and I strongly suspect that we were having an early novelty of his genius palmed off on us as the latest miracle.

Others besides myself must have seen far better things than this. I remember that at least ten years before my Shanghai disappointment I attended a performance of one act of a famous opera with music perfectly synchronised. At the same time I saw and heard a Harry Lauder song record, in which the movement of lips and the sound were perfectly simultaneous. This would be, I think, about 1905 or 1906. The production was given in a tent at one of the English traveling fairs. Outside was the usual steam-driven dynamo, and the price of admission was about one shilling for the three of us.

The question is not whether this was a clever trick or a genuine invention. If it was a trick it could have been repeated with equal success. The puzzle is what happened in the film world to hamper the development of this class of film? I know I expected something to come of it, as did a friend of mine who was at a similar show in another part of England about the same time. My friend is as clear in his recollection of the novelty as I am. Those learned in the doings of "film kings" and producers may be able to explain the mystery of the arrested development of the double record, and the continuance of the silent drama as the standard type of thing offered to the public.

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Lord Grey, Britain's New Ambassador At Washington, A Great Democrat

(Continued from Page 14)

the later Earl Grey who was Governor General of Canada. But the Ambassador is one who, while himself belonging to the governing classes, recognises that the masses have now ascended the throne of power.

No one, I think, denies that Grey honestly endeavored in the sultry interval between the Morocco crisis of 1911 and the disaster of August, 1914, to keep the peace of Europe, so far as one man could. To my own mind, the only question has been whether his policy of cautious and silent conciliation, which kept the people out of what was really happening, was right or wrong, as tactics. Grey took the view then customary, that it was safest to say least—that words are sparks in a powder magazine. His aim, his only aim, was always peace. That was why he came to terms with the Tsar. He feared war in Asia. That is why he consented to the so-called partition of Persia which so deeply offended the American representative there, Mr. Shuster. That is why, as a last resort, he was ready that Germany should push forward the Bagdad railway and purchase the Portuguese colonies in Africa.

Viscount Grey has never been easy to interview, and it will be interesting to see whether American journalists are more successful with him in that respect than we of the craft in Britain used to be. Whether he will receive the press in Washington and submit to questions is another moot point. For years past propaganda has deluged the United States, and I am fairly certain that the Ambassador will not add to such inflictions. Also, with elections here pending, he will have every reason to be prudent. But it must be clear that his experience of international affairs, which even today stands second to none, will be at the service of the League of Nations when it meets first at Washington. In the League of Nations, Lord Grey firmly believes. I have mentioned his friendship with Col. Roosevelt. He is not less an outspoken admirer of the President. He would go, I am sure, all lengths to settle the Irish question. He has tested the old diplomacy at every point and, to his infinite personal sorrow and grief, has seen it collapse in blood and tears. In the Europe which exploded five years ago he had become, by admission of the Austrian Ambassador in London himself, the most trusted figure. The Lichnowsky memorandum shows what the German Ambassador at St. James's thought about Lord Grey. To emerge from the Old World—to enter the New World—to serve under one's political opponents, Balfour and Cecil—indeed, Cecil was actually Grey's subordinate—all this is a severe test. Grey may "put it over"—or he may not—but I am certain that no man ever resumed his career under a deeper sense of responsibility and that no man will ever work harder to promote happiness and friendship and to prevent fresh hatreds arising which might threaten the peace of mankind.

Nationalism Still Dominates All Europe's Affairs

(Continued from Page 14)

out immediate concern to the United States. It means using American boys, together with French and British, to police the world at a cost of blood and treasure which might easily be prohibitive.

But if the big nations not merely decline to accept the League of Nations idea for themselves where they are vitally concerned, but also fail to provide armies to impose these same ideas upon the small people, who will accept them only under pressure, then the ideas themselves disappear from the practical calculation of statesmen. This is what the Rumanian incident means, this is what the continued Italian truculence in the matter of Fiume means. This is the point to which we are coming rapidly.

Again, when you spank your small son, for his own good, his affection and his ultimate sense of justice in nine cases out of ten efface all permanent resentment. But when you undertake, as a nation, to tell a great people like the French or the Italian, or proud smaller peoples like the Rumanians, the Greeks and the Servs, that they must part with something they cling to with a tenacity based upon their understanding of justice and right, you arrive at a different situation. That is why today we are unpopular, terribly unpopular, in Italy, Servia and Greece and will be equally unpopular in France if the Senate fails to ratify the treaty of alliance, which was offered to France as a substitute for her Rhine barrier and accepted as such.

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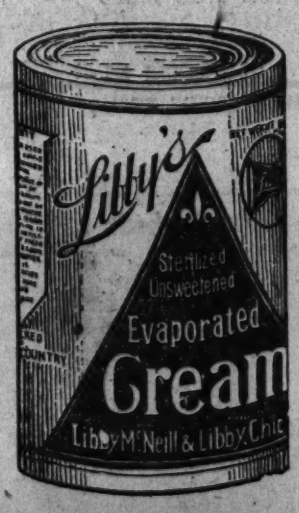

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Passing Of Last Of Kentucky Feudists

Devil Anse, Chieftain Of The Hatfields Of Melodramatic Memory Is Dying At 84 After Life Of Untold Thrills

(*New York Sun*)

It is possible that by the time this story is published Anderson Hatfield, better known as Devil Anse, for years leader of the Hatfield faction in its noted war with the McCoy family in eastern Kentucky, will be dead. Reports from his home say he is very low and that it is believed he can survive only a few hours.

However, no man has seen death peeping around the corner at him on more occasions and dodged just in time than has this same Anderson Hatfield, and it may be that he will be able to dodge again.

But if he should not he has eighty-four long years behind him, more than half of which was spent in the most desperate of all games —that of saving his own skin and of doing as much harm to the other fellow as he could.

Devil Anse has worn this title for nearly thirty years as a law abiding citizen, although he won it by driving off a detachment of McCoys when they cornered him high up on a West Virginia mountain range called "The Devil's Backbone." Anse used his rifle to such good advantage then that he beat off his enemies and gained a nickname that has been heard of wherever daily papers are read.

Tall, straight as an Indian, wearing an old coonskin cap and carrying the same rifle which he is said to have used during the bloody fighting in the mountains, Hatfield has been an infrequent visitor to towns in the vicinity of his home for the last few years. He always attracted attention, not only because of the appearance he made, but because everybody knew he was Devil Anes.

He is the last of the old time feud chieftains. The McCoys—the feudists of them—are all gone; the Tollivers and the Martins of the Rowan county war have been gathered to their fathers; over in Breathitt county Judge Jim Hargis and "Deacon" Ed Callahan have long since died violent deaths: down in Clay county the Howards and the Bakers are at peace; the Eversoles and the French factions have buried the hatchet too deep to dig up over in Perry county—Fult French is dead, too—and the lesser "wars" have passed into the realms of things that are not.

Of course, there are lesser members of the Hatfield and McCoy family who still live in their sections of the Kentucky and West Virginia mountains; they are not feudists—they are among the best citizens in those sections, and many of them have made money since the coal and oil lands have begun to yield riches.

This McCoy Killed Germans

And, then, young Pete McCoy, a handsome youngster, has come back from Germany, and he has a record that any man in the world would be proud of. He killed nearly a score of Germans in one day and captured more than thirty which is a great record. And he recently sent word to the army recruiting office in Lexington that he intended to rejoin the army.

The Hatfield-McCoy feud was a silly enough piece of business at the start, but before it ended it had brought death to at least one hundred men and a few women and children, heart tearing sorrow to many others, and had almost caused civil war between the States of West Virginia and Kentucky.

One day Randolph ("Rand'l" as he was called) rode by a hogpen and noticed several shoats therein. They were ostensibly the property of Floyd Hatfield, but McCoy claimed them as his. The matter did not get to the fighting stage then, and a civil action was brought in magistrate's court. Deacon Hatfield, one of the big family, was trial magistrate. Every member of both factions who could get there attended, and nearly every one carried a rifle or revolver.

Hatfield won possession of the hogs, and the bad blood engendered on that day did not end for nearly a score of years. Several minor fights occurred, but nobody was hurt badly enough to call for attention, save that the hurts inflicted were by, as each considered it, a deadly enemy.

It is stated that the first fight of consequence occurred in 1880, when Paris and Samuel McCoy, younger branches of the family, met William Stayton, a Hatfield henceman, in the mountains, Stayton got the drop on the two McCoys and shot Paris, who fell, but managed to twist his gun toward Stayton, whom he shot in the chest. Neither was badly injured and their hatred was so great that they sprang at each other in a hand to hand fight. Their rifles were empty, so they gouged and bit and bit until both were bloody. Then, it is said by legend, Samuel McCoy came to the aid of his brother and with a pistol shot Stayton through the head.

Paris McCoy gave himself up to the officers and at the examining trial before one of the Hatfield faction was released. Samuel McCoy escaped into the mountains, but was pursued and finally caught by Elias Hatfield. A jury freed him.

After this all was quiet until the late summer of 1882, when members of the two factions met at an election. A quarrel broke out between rival members and after some preliminary fighting Ellison Hatfield is said to have dared Tolbert McCoy to fight him. McCoy accepted and the two went at it. Hatfield got the better of McCoy, who suddenly drew a knife and plunged it several times into Hatfield's body. Hatfield with superhuman strength and his body bleeding from several deep gashes threw McCoy to the ground and grasping a big rock raised it to crush McCoy's skull. Then, it is alleged, Phamer McCoy shot Hatfield. Some of the Hatfields have claimed that young "Rand'l" McCoy stabbed Hatfield as his relative had done.

Phamer, Tolbert and "Rand'l" McCoy, Jr., were arrested, while Hatfield was carried to the home of a henchman. Some of the Hatfields guarded the prisoners for a time, as did their father "Rand'l" McCoy, Sr. Finally it was decided to move the three young men to Pikeville, the county town of Pike county, in which the fight had occurred. On the way there a party of Hatfields overtook them and demanded that the boys be surrendered. The elder McCoy objected, but the Hatfields took the youths anyhow, while McCoy went for help.

Phamer, Tolbert and "Rand'l," Jr., were taken some distance back in the hills and confined in an old outbuilding under heavy guard of the Hatfields. It was during this proceeding that "Devil Anse" appears in the narrative for the first time. It is stated that while the three McCoy boys were being taken back into the hills the party stopped at the Rev. Anderson Hatfield's. After a parley there "Devil Anse" formed his clansmen together, and with the three McCoys still under guard all crossed the river to West Virginia.

There the three McCoys were again imprisoned in an abandoned house, securely trussed up and kept under heavy guard. "Devil Anse," his brothers, Elias and Valentine, and others of the clan were on duty constantly.

Along in the first day of waiting Mrs. Sarah McCoy, mother of the three doomed boys, came to plead for them. The message to her was brief: "If Ellison dies, your boys have got to die." That day Ellison Hatfield died. Out there in the lonely mountains, far from their kindred or help from any source, the three young McCoys were sentenced to death by their feudal enemies. It was decided that they should suffer death in Pike County, Ky., where Ellison Hatfield had received his death wounds.

So back across the river to Kentucky—the last journey they ever took as mortals—came the McCoys. The Hatfields and their clansmen tied them to trees and shot them to death. The records of the Pike County Court show that, according to testimony, Randolph McCoy had one side of his head blown off; Phamer was shot about twelve times, while Tolbert was not so badly mutilated. Phamer and Randolph, McCoy, Jr., were each under 20 years. No names are given in this narrative of men who may have actually done any of the shooting.

Then, after the work was done, the Hatfield band went back to the safety of the West Virginia mountains. Twenty-three Hatfields were indicted in Pike county for the murders, and then they more formally organised, apparently, for defense and offense, with "Devil Anse" and his son "Cap" as their leaders.

Murders from ambush, skirmishes between the opposing factions, exchanges of shots and dire threats were plentiful for the next few years. The casualties were about even in number, but so far, all told, the Hatfields had by far the best of the war. One story is told that is worth repeating here: Jeff McCoy was arrested for the murder of a non-feudist. Cap Hatfield started with him to a jail. McCoy finally found he could slip the rope which bound his hands. He did so, sprang into the river and started swimming toward the Kentucky side. He seemed safe, and though several shots were fired at him he succeeded in reaching the bank. But just as he climbed to certain security Cap Hatfield, it has been alleged shot him dead.

It was just about this time that West Virginia and Kentucky came near finding themselves in a civil war because of this greatest of all feuds of North America. Gov. Simon Bolivar Buckner of Kentucky asked Gov. E. W. Wilson of West Virginia for the arrest and surrender to Kentucky of the twenty-three members of the Hatfield faction who were under indictment in Pike county, Kentucky, for the murder of Randolph, Phamer and Tolbert McCoy.

Governors At Loggerheads

Wilson refused to give them up, and after some hot letters had passed between the two Governors Frank Phillips, a deputy sheriff, slipped over into West Virginia, and after a long search corralled the Hatfields, and after considerable fighting, in which several men were wounded on both sides, he captured the men most wanted and hurried them across the line into Kentucky before the Hatfield clan could learn of it, and before Gov. Wilson could act to prevent him. A long court fight followed, but the Pike county courts won out.

Then it was that the most heartless crime of the whole feud was undertaken. Likewise, this was the final chapter in the great feud as a clan war. The Hatfields had believed if they could get Randolph McCoy, Sr., out of the way there would be easy sailing. Many of the McCoys and Hatfields had long since bitten the dust, but the feud had gone on as serenely as a feud can go on.

It is alleged that Cap Hatfield, son of "Devil Anse," was leader of the band which on the night of January 1, 1888, finally decided to put an end to old man "Rand'l" McCoy and his family by burning them all together in the house. It is not known how many Hatfields were in the gang, but there were enough.

The McCoys in the house were asleep. One of the band crept forward and stuck a blazing fragment to the dry wood. Others followed and in a short time the whole house was blazing on the roof.

By this time the McCoys had awakened and found themselves hemmed in by their deadliest enemies. Old man "Rand'l" McCoy tried to extinguish the fire when the Hatfields opened fire with their rifles. Calvin McCoy, the remaining son of "Rand'l," replied to it from the lower floor, while his father used his rifle from upstairs. Some of the Hatfields got across the clearing which surrounded the house and going to the door of the room occupied by Alaphare McCoy, eighteen-year-old daughter of "Rand'l," knocked. The room opened on a passageway which the Hatfields had reached without being perceived by the defenders.

Two Women Butchered

The girl answered the knock and she heard a man in the dark command her to make a light. She refused, and then a shot was fired, killing the girl instantly. Mrs. McCoy heard the shots which killed her daughter and rushed toward the room. One of the Hatfields on duty in the passageway captured her and beat her into unconsciousness.

The fire by this time was fast consuming the house. The McCoys determined to try to escape. Calvin dashed out, intending to make his way to an outbuilding where he could continue the fight. The fire light gave him away, however, and several rifles were brought to bear on him. He was struck by a number of bullets and fell dead within a few feet of his goal.

"Rand'l" McCoy then, firing his last shots into the ranks of his enemies, dashed out the same way his son had gone. Though several shots were fired at him he reached safety. Mrs. McCoy recovered after a long period of illness from the blows and kicks she had received.

Ellison Mounts, it was finally proved after a long series of legal fights, killed young Alaphare McCoy on the bloody night, and he was hanged in 1890. An attempt to smuggle poison to him by a member of his gang failed, and he paid the penalty in the presence of the largest crowd ever seen in the mountain section up to that time.

John Hatfield, Valentine Hatfield and various others of the band were given long terms in the State penitentiary at Frankfort.

This ended the Hatfield-McCoy feud. Many of both sides moved away from the region which had brought so much death and sorrow to all concerned; others remained there to grow up into useful man and women and to help develop the great resources in that section.

Some went into the Spanish-American war, while, others, too young, entered to fight the Germans. The clansmen are friendly now, they have intermarried to some extent, and those of both families who are left are living in amity with the world. There is no danger that there ever will be another Hatfield-McCoy feud.

Anse Got Religion

Devil Anse has lived far back in the mountains since the feud ended. When he joined the church some years ago a sensation ensued. But he declared he was sincere, and his people flocked to join him in his conversion.

None of the Hatfields or McCoys looked like murderers. They are mostly big, rather good looking fellows, showing plainly their Scottish or English ancestry, as the case may be.

Only once in recent years has a Hatfield figured in a shooting. "Cap." Hatfield, a son of Devil Anse, and a young relative got into a difficulty with Elliott and John Rutherford in a West Virginia polling place about thirteen years ago. Guns were drawn, when Hatfield and his relative opened fire, killing the two Rutherfords and a bystander who got in the line of fire. After a long search by a posse Hatfield and his fellow fugitive were found asleep and captured. Devil Anse and a party of his clansmen tried to rescue the prisoners, but were frustrated. Later, however, they did escape and made for the "Devil's Backbone," where years before Devil Anse had won his soubriquet.

A small army of officers chased them, led by old man "Rand'l" McCoy, now very old, but hating the Hatfields as much as ever. Dynamite was used to blow up the "Devil's Backbone," but Cap Hatfield escaped. It is not known here whether he is alive.

The last killing in either of the families was in 1911, when an Italian killed Troy and Elias Hatfield, brothers of Cap, in West Virginia, in a dispute in which guns were finally drawn. The last act of the two Hatfields was to kill the Italian. This had no connection with the feud, however.

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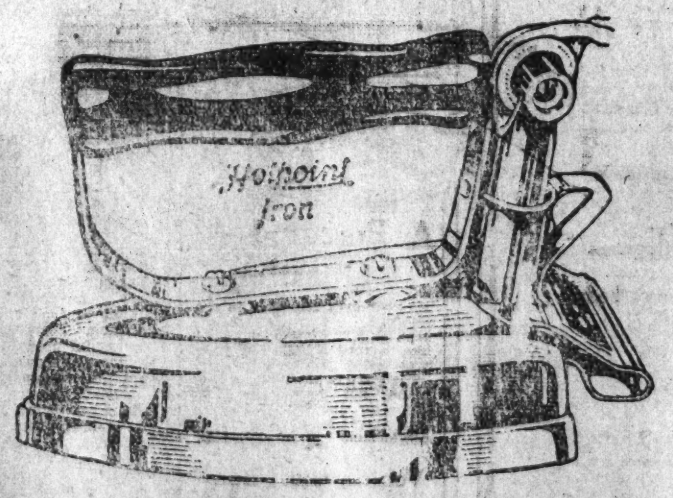

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Sinister Fate That Hangs Over House Of Hapsburgs Verified In New Divorce

Princess Otto Von Windisch Graetz, Who Was Selected Only Four Years Ago By Kaiser Wilhelm To Be Queen Of Belgium, Cast Aside By Her Husband

Paris, August 9.—The loveliest of the Hapsburgs, Princess Otto von Windisch-Graetz—selected by the Kaiser four years ago to be Queen of Belgium—has been divorced in common public court at Vienna by her royal husband, who was to have succeeded King Albert of Belgium, is the first democratic action of the kind which has occurred to the Austrian royal family in its history and the culminating tragedy of the Hapsburgs.

Picked by Germany to succeed the noble Queen Elizabeth when the Germans invaded Belgium, the Princess von Windisch-Graetz, when the Hapsburg monarchy first showed signs of toppling, yielded herself to a wild career of care-free love, and finally her husband has been forced to disown her. Her downfall was the last of the series of amazing tragedies of the Hapsburgs—the ill-fated proud royal family of Austria which has finally lost its last struggle for existence in the ruin of the Austrian empire.

Sinister Fate on House.

No more sinister fate ever hung upon the destinies of a reigning house than that which has dogged the failing House of Hapsburg to its decay. The only comparison history offers approaching the dire misfortune of the Austrian royal family is that of the Scottish House of Stuart, many of whose reigning members died violent deaths.

But while warm romance surrounds the memory of the Stuarts, throwing a pathetic glamour around the assassin's knife and the headsman's axe, no such aftergloss will commemorate the descent of the members of the former Austrian reigning family into the quagmire of scandal.

A merciless Fate seemed to hang over the head of the last real Ruler of Austria, Francis Joseph, and over all his kith and kin, from the beginning of his reign. The boy ruler began his course amid sorrows and ill omen, and amid tragic care yielded up his life.

His predecessor ended in idiocy. His wife, Elizabeth, was struck down by an assassin. Archduke Maximilian was executed after the illfated Mexican expedition. The wife of Maximilian, still living, is insane. The Archduke Johann, who assumed the name of Jonn Orth, disappeared without leaving trace. The sister of Empress Elizabeth, the Duchess of Angouleme, was burned to death at a Paris fire.

Emperor's Heir Assassinated.

The Emperor's only son and heir was assassinated under mysterious circumstances at his hunting lodge, the Castle of Myerling. The latter heir to the throne was assassinated at Serajevo, precipitating the European War.

But the latest mishap of this ancient house has descended from the higher plane of tragedy to that of sheer tragic farce.

And the pathetic drama of the Hapsburg family seems to be closing with a last chapter of buffoonery, more Viennese even than Vienna's "Merry Widow."

Amid the poverty, starvation and other miseries of Vienna today sounds the frivolous laughter of Francis Joseph's grand-daughter, Elizabeth Marie, the daughter of Crown Prince Rudolph. This is the Austrian Archduchess, wife of Prince Otto Windisch-Graetz. The testimony given in her husband's case was of such a nature that many parts of it never will be made public.

Like her mother, the widow of the Crown Prince Rudolph—the Archduchess Stephanie, who a few years ago married a simple Hungarian, the Baron Lonyay—and like her aunt, the Princess Louise de Coburg, who brought scandal to the courts of Europe by her daring love adventures and uncontrolable flights of fancy, the Archduchess Elizabeth Marie loved and married outside her circle.

Very Blond And Very Young.

Members of reigning houses, having in mind the temperament of the Crown Princess Louise of Saxony, also an Austrian Archduchess, who finally ran away with her teacher, looked with misgiving upon the love affair of the Archduchess Elizabeth Marie. But the old Emperor, who was very fond of her, decreed, after her passionate attachment to the young Windisch Graetz had become known to all, that she marry this Prince of her choice when a first lieutenant in the Austrian army.

Young Windisch-Graetz was very young, very blond and very ordinary. He was poor, as princes go, not quite stupid, and he had nothing to say in the matter of his marriage. It was enough that the young Archduchess loved the blond youth.

But the passion of the young Circe was as short-lived as it was tempestuous.

Windisch-Graetz was forced to give up his military career after his marriage and devote himself entirely to the service of the capricious Princess. It was noticed that while the young Princess became more and more gay and effervescent, her young husband wore a deeper and deeper air of depression.

Now, after the breaking down of Austria and the disappearance of the dynasty, and the consequent sweeping away of all the old conventions a divorce action against the Princess reveals unexpected secret chapters in the life of this fascinating Circe of Europe's once proudest house.

Vienna is shocked over the disclosures of the private life led by the lovely grand-daughter of the old Emperor—the "lovely Princess," she was called by the admiring Viennese who always crowded to see her when she drove through the streets of the capital.

Her Frailities Revealed

The revelations of the trial surpass anything that has ever been revealed in open court of the frailities of Princesses.

Testimony developed that the Princess had a special weakness for sailors, devoting much of her time throughout the war toward their entertainment and in their society.

One scene described at length by the Prince in his complaint had the Princess at a wild party at a bar in the naval city of Pola, where she was the only woman in a gathering of young naval lieutenants, and where, the testimony ran, proceedings were of most vivacious kind.

A young U-boat commander, Lieutenant Egon Lerch, became the particular object of the attentions of the Princess, and, as Circe kept Odysseus in her enchanted land, so this Princess kept the U-boat commander entranced upon her beautiful estate, the Villa Otto, on Brioni, a lovely islet washed by the blue Adriatic. The only difference in this comparison is that the Princess, unlike Circe, had no other companions.

She spent many months on this estate, an abode of dolce far ninete.

Elizabeth Marie was also seen with her young cavalier at Fiume and Budapest. At Budapest the grand-daughter of Francis Joseph lived in the midst of war and revolution with the young and handsome sailor at one of the most fashionable hotels. She became, so the testimony ran, utterly regardless of appearances.

She Finds Consolation.

After the lieutenant had found a tragic end in his U-boat somewhere in the Mediterranean Sea, she found consolation with another naval officer, who happened to be the cousin of her husband, Alfred Windish-Graetz.

Though war burned with its dread fury all around them, these two, in a paradise apart, lived an idyllic life in the heart of famishing, grief-stricken Vienna. There were late gay suppers and prolonged parties at the apartments of the Princess. And the war went on unheeded by the Princess.

The husband of the Princess was finally exasperated by happening to overhear his second son, Ernest, pray for his mother's lost sweetheart, Lieutenant-Commander Lerch. This, more than all else, decided the Prince to bring action for divorce.

A year ago such action on his part would have been impossible, no matter what the provocation. Then matrimonial troubles of members of the Imperial family were handled with all secrecy and discretion by the Imperial and Royal Court Marshal.

Times have changed and the new order has even sought out old Vienna. There is no more Austrian Imperial family, no Court Marshal's office, and there are no more royal privileges. This wayward, lovely, tempestuous Archduchess has experienced to the startling full the new regime in her answer before the common bar of justice.

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Irish Knot Is Tightened By Attitude Of Carson

Threat To Call Out Ulster Clans If Home Rule Is Granted Increases Tension And Bitterness

By Shaw Desmond

Ireland the eternal.

That stormy petrol of politics, Sir Edward Carson, with his uncanny capacity for doing the wrong thing at the right moment, has by the Belfast threat to call out the clans if Home Rule comes, flung Ireland once more into violent eruption. For the raising of the devil he has chosen the very suitable day of the Twelfth of July. Only this time he has raised more than "the hated South"—he has raised England.

Quixote Carson is a horrible example of misplaced conscientiousness. This hard, lean knight of politics, who has broken many a poisoned lance in the lists of Westminster, is as full of antiquated shibboleths as a follower of William the Conqueror transported to the twentieth century. It is Mark Twain's "Yankee at the Court of King Arthur" over again, but reversed. Only it is William of Orange Sir Edward follows, not the other William. Like his type, he has learned nothing, has forgotten nothing. The lessons of the great war have left him as unmoved as the first lightnings over the planet doubtless left the antediluvians. He doesn't know he's standing at the beginning of the twentieth century—he believes he is standing in the middle of the sixteenth.

There are sins of conscientiousness as of conscience lessness. Which only proves there is a morality beyond morality. Torquemada, the Carsonic antetype, was conscientious, but . . .

The Key To America

Now if Carson had made his Belfast speech in 1914 nobody would have cared a hoot. But of course he had to wait until the Key to the British Empire had come to be regarded as the Key to America. There is not a statesman in England, except perhaps Sir Edward himself, who, to put it in an Irish way, is no statesman, who does not realise the vital import of American friendship. Nine statesmen out of ten, whatever the bench on which they sit, believe today that the principal hindrance to a close Anglo-American understanding is the little island which has sent nearly four millions of her children across the Atlantic as hostages to fortune.

That is the real basis of the recent startling series of Irish articles in the Times. You Americans know the Times of yesterday; the old "Thunderer," whose utterances were as those of the gods on Olympus. That Times, about which O'Connell once said: "If the Times praised me I should sit down and examine my conscience." The Times that, like Sir Edward Carson, learned nothing and forgot nothing. But you cannot say that of today's Times, which, informed first by the American spirit and later by the Northcliffian newspaper genius, laid down a new milestone in British journalism.

And here is the Times giving its pontifical blessing to a series of articles which demonstrated that the spirit of the time is with Ireland's aspirations and that the old, petrified Mandarinity has to be smashed; so admitting that Ireland is, after all right in her century old claim to govern herself. It marks an epoch in British politics as in British thinking. It means the funeral of the men who Used To Be. And now comes Sir Edward, who, to give the devil his due, is a better Irishman than he knows, talking lightly of "calling out the Ulster Volunteers." All this, when Europe, after its four years' blood bath, is as likely as not to clap a man who talks of bayonets in a lunatic asylum.

The truth is that for the first time the only thing that ever really mattered in "the Irish question" is being recognised. That is, "the psychological factor." The "economic" factor and the "religious" factor have had their turns, but the "human"—never.

It is at last being recognised that the Irishman (and I include the Ulsterman, though sometimes he doesn't know it) is a being apart. He has a different way of thinking from any other European. The big things of Europe are the no things for him, and the trifles things for which to live and die. In the dawning of that recognition on the part of the Englishman—with whom as a human being he has never had any quarrel—lies the dawn of hope, and for the first time in seven centuries.

The Human Factor

To me in my recent visit to the States the most significant thing about modern America was the recognition, the deification, if you will, of "the human factor." That enormous stress on personality, which the hypercivilised European sometimes regards as childish, is to me the beacon fire of the North American continent, lighting it and the world to further conquests over matter. America recognises the "human," not the "mechanical," factor as the mainspring of life and of progress. And she is right. She has recognised it in Ireland.

It is emblematic of the time that the extremist more and more comes to his own—that is, what the world used to call "extremist." England has always admired the moderate. She has set a premium upon men whose silences, even when they were masks for ignorance, as silences so often are, seemed to portend responsibility. In literature she has always had aversion to the passionate or the outspoken. Today she is recognising the "extremist" in politics, perhaps in art, as some day she will, in commerce. She is beginning to recognise him in Ireland.

It was Lloyd George, extremist, who displaced Herbert Asquith, moderate. It is extremists in commerce like Sir Arthur Steel-Maitland—who incidently would sternly repudiate the description— whose resignation from the chieftainship of the Overseas Department of Trade because he was too "extreme," who has the sympathy of the British public, not the moderates who forced him to resign. And now one finds in unexpected places a sneaking sympathy with extremist Labor leaders of revolution restrained, and even a sympathy with certain sides of extreme Ireland. This growing capacity of the after the war Englishman to sympathise with extremities rather than with means is, to my mind, one of the happiest auguries for his future. Only he insists, and rightly, that it shall be extremity ordered by reason.

Now, if Sir Edward in one of his mad moments does call out the Ulster Volunteers we are going to see a little intensive holocaust by the side of which much of the European war will pale its ineffectual fires. And we shall see the defeat of "the Black North," spiritually as well as physically. For Ulster, for the first time, will have lost the sympathy of England and the English democracy.

And so we come to Sir Horace. Sir Horace Plunkett is not "extreme." His "dominion" solution for the Irish difficulty meets with but lukewarm support. Sir Horace is a splendid fellow. He has been an excellent protagonist for Ireland in America. But he lacks the ultimate, the divine, fire which lifts common sense above mortality.

His dominion solution upon New Zealand lines has brought forth the following questions from his friends: (1) Would Ireland, like New Zealand, be taxed by the Imperial Parliament? (2) Would Ireland, like New Zealand, receive no subsidy from the United Kingdom? (3) Would Ireland, like New Zealand, have the right to raise her own army and navy? and (4) Would Westminster have the right, as is the case with New Zealand, to repeal a law passed by the Irish Parliament?

Sir Horace is still thinking.

The Irish Solution

And yet I believe there is a solution for the Irish impasse. Men like the writer who have ties in both countries and who believe, as the writer believes, that the English democracy is the finest, because it is the most idealistic, in Europe and who wish for closer relations, think we can see the way out. It is this:

Let England put the home rule act of 1914 into operation, leaving the Unionist half of Ulster out for, say, five years, and giving her the right to vote upon inclusion after that time. (We have no doubt that for reasons economic and psychological she would vote home rule.) Only neither this home rule act nor any other can ever be regarded as what is known to the official mind as "a final settlement." Nothing in a changing world can ever be a "final" settlement. Neither Ulster nor the south would agree to final settlements, which are like links upon the slave—they secure immobility but foment rebellion. Only freedom, the utmost freedom, can bring Ireland into one whole. Freedom on the Irish side. Freedom on the English.

The day when England has the courage and vision to say to Ireland: "Go to hell or to heaven, but for God's sake go your own way!" that day will make Ireland the friend of England.

It is for that sentence Ireland has fought for 700 years.

Vienna's Imperial Playhouse

Occupying a full square block on the famous Ringstrasse in Vienna stands the Imperial Opera House. Two bronze figures, symbolic of music, adorn the left and right wings of the building. These and the ornamental candleabrae at the entrance were designed by Fritz Zenitsch.

The opera house, erected in 1861-69, is four stories high, with five front entrances and six side ones, built entirely of white stone. It is of Venetian style, principally of the Renaissance period, with a mixture of French architecture of the same time.

Directly on the main avenue is a balcony above the entrance over which are five arches, each having a statue of a renowned musician. At the extreme sides, slightly higher, are two imposing bronze figures seated upon a horse. This section, therefore, projects outward over the leading doorway, the opera house itself seeming like a distinct building. One of the attractive features of the interior are the 138 windows of French style which are latticed above by smaller round openings and railed in completely by white bars.

Scenes depicted from "The Magic Flute" form frescoes in the loggia. The foyer is resplendent in a color scheme of red gold. Many heavy bronze doors lead into the foyer, some being draped with red plush curtains. An old marble mantelpiece stands at one end, with a carved and gilded grating.

The ceiling is ornamented by rare paintings; at the sides are busts of composers. The walls are enriched with wreaths of flowers and fruit chiselled in stone, making a decidedly brilliant showing against a black marble background.

The auditorium, one of the finest anywhere abroad, was finished by Bitterlich, while the drop curtain used in gay operas was painted by Laufberger, that for tragic purposes being designed by Rahl. The imperial box is located in the center, with a seating capacity of two dozen persons, for the royal family and guests of nobility. It protrudes slightly beyond the other loges, and bears the Austrian seal and flag.

The Imperial Theater, on the Lowelbaster section of the Ringstrasse, is equally magnificent. The exterior has statues of Poaedra, Don Juan, Falstaff and Hanswurst. The surrounding niches contain the busts of poets.

A feature of singular note is the grand staircase of 100 steps. Tall lamps at the base and head illuminate the wide ascent, and the sides are framed in open pillars, colonial in style. On the left and right wings are small balconies for promenaders who can get views of the wonderful frescoes.

The auditorium, from which the steps of the grand stairway lead upward, is unique, and the foyer is equally attractive, built in semicircular lines and extending the entire length of the facade. The ceiling is formed in high and low graded arches, with paintings by Charlement. An interesting room just off one of the side corridors is used as a picture gallery; it has a collection of water colors and oil paintings of the leading actors and actresses from the year 1780.

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The Railroad Crisis In The United States

Labor's Plan For Buying Out The Lines Has Given Country A Great National Issue

By E. E. Parmore, Jr.

The United States is facing the greatest railroad crisis in its history. Organised labor demands Government ownership and democratic control of all the railroads. It is thoroughly in earnest. It has a comprehensive and carefully matured plan. To enforce the demands leaders of the railroad workers declare they will use every available weapon, except the general strike—political pressure upon Congress, educational propaganda throughout the country, huge labor demonstrations.

Since the assumption of railroad control by the Government as a war measure no less than fourteen plans for the solution of the railroad problem have been laid before the Railway Committee of the Senate by government boards and officials, business associations and others but Labor's plan is the only one based upon Government purchase and "democratic" control of the roads. The widespread public dissatisfaction with the regime of Government management of the railroads during the war, together with the President's decision to return the roads to their private owners on January 1, 1920, gave a general impression, according to the press at least, that government ownership was definitely discredited. Though the Railroad Brotherhoods have been discussing their plans for months, and the American Federation of Labor went on record in the recent convention as approving it, the press, generally, reserved most of its comment for schemes of private ownership only. The present crisis has been long brewing.

The railroad Brotherhoods have never had a general strike in 1916, the mere threat of a general strike was sufficient to win their demands. Consequently, when the Brotherhoods demanded that Congress enact their program, or increase their wages by a billion dollars as a temporary palliative, or reduce the cost of living to the same effect, Congress, the business world, and the general public realised that a gigantic political and economic struggle was about to be precipitated. The center of public attention shifted from the Peace Treaty to the Railroad Issue.

The responsible leaders have disavowed support of a general strike, but the rank and file is restless and many railroad workers have struck for more wages. While Director-General Hines was considering the demands of 450,000 railway clerks, freight handlers, and station employes, nearly 500,000 shopmen walked out without the sanction of their leaders. Half a million shopmen are now balloting formally on whether they shall strike for a 25 percent wage increase.

The Plumb Plan

What is Labor's program for running the railroads? It is called the Plumb plan, after its author Glenn E. Plumb, general counsel for the organised railway workers of America, and may be briefly summarised as follows:

1. Purchase by the government of all railroad systems on a valuation to be determined finally by the courts.
2. Payment for the properties by the issuance of government bonds bearing 4 percent interest.
3. Operation by a directorate of 15, five to be chosen by the President to represent the public, five to be elected by the operating officials, and five by the classified employes.
4. Equal division of surplus, after paying fixed charges and operating costs, between the public and the employes.
5. Automatic reduction of rates when the employes' share of the surplus is more than 5 percent of the gross operating revenue.
6. Regional operation as a unified system.
7. Building of extensions at the expense of the communities benefited in proportion to the benefit.

Mr. Plumb would not have the existing railroad stocks and bonds paid for at their face value. He would have a critical examination made of the financial history of each road, and let the courts declare the "value" of that road to "the investment actually, honestly, and prudently made," thus eliminating the over-valuation due to "watered stock." Of the several theories of determining the value of the railroads, Mr. Plumb is most bitterly opposed to the "replacement value" theory which would compensate the security holders on the value-basis of what it would cost to rebuild the roads, because land value and the cost of materials have risen so phenominally since the great trunk lines were built.

A significant feature of the Plumb plan is that to stockholders it deliberately denies a voice in the management of the railroads. They have no place on the Board of Directors of the governing corporations which is to lease the roads from the Federal Government. A four percent return on their investment is guaranteed them from the government bonds they hold. Further than that their interest in the corporation is not considered. In fact, one of the aims of the Plumb plan is to create a fund out of the earnings which will amortise the outstanding government bonds in a few years time. Then, with no interest to pay, railroad service can be rendered at a correspondingly low cost.

How much the railroad men hope to save even before the amortisation process gets in motion is indicated by Mr. Plumb's figures. The average cost of money from private sources is 6 or 7 percent while the government bonds would pay only 4 percent. The railroads are capitalised at 19 billion dollars, the saving on this feature alone would be 360 million dollars per annum.

But it is well known that the railroads are heavily overcapitalised. Mr. Plumb insists that the country is paying interest on from six to eight billion dollars of unwarranted capitalisation which either represents fictitious securities or "investments out of earnings." But even considering the actual capital invested in the roads to be but thirteen and one-half billion dollars, the saving from four percent government money would be 240 million a year.

Watered Stock Element In Issue

The Plumb plan contemplates taking over the railroads at the present market values, because it is held that the present market values of securities are below par by just about the amount of "water" (over-capitalisation) that has been thrown into them by their former financial manipulators. It is estimated that five billion dollars, or four times as much as Congress has already appropriated for the roads, would finance the entire operation.

Mr. Plumb denies one of the fundamental charges of the opponents of his plan: namely, that Government ownership destroys the efficiency of the worker. "The only motive for hard, efficient work," says he, "is the hope of reward. Under the present system hope of reward is lacking; no matter how faithfully or intelligently a man works he gets only his wages or salary. Under our plan, every worker would share in the monetary reward of efficient operation. In the past competition has existed only to increase profits and not to increase efficiency." Moreover, in recommending his plan to the Convention of the American Federation of Labor Mr. Plumb did so with the significant remark that the principles involved applied not only to the railroads, but to every industry founded on "grant, monopoly, or privilege."

This program for nationalisation of the railroad industry bears every indication that American Labor has reacted favorable to the British Labor movement for industrial democracy. The parallels are close. Both the British coal miners and the American railroad men are aiming at the keystone of the national economic life. Beginning as purely economic movements the compulsion of Labor strategy has gradually forced them into the political field. In England the various political groups and socialist societies have been co-ordinated into the now famous Independent Labor Party. In The United States, Labor particularly the conservative wing that controls the administrative machinery of the American Federation of Labor—has consistently held to its principle of economic action only. But now all the conditions that preceded the birth of the British Labor Party exist in the United States: high cost of living, food speculation, industrial unrest accelerated by the war, formation of state labor parties and their entrance into Congressional and mayoralty campaigns, co-operation with radical farmer movements such as the Farmer's Non-Partisan League which is in political control of the state of North Dakota, and growing class-consciousness stimulated by the backwash of European revolutionary movements into the United States.

Present Strength Of Labor

Consider the strength of Labor in the present railroad nationalisation campaign. There are 2,200,000 railway employes in the country who are solidly behind the Plumb plan. 3,000,000 other workers in the American Federation of Labor have signified their support in convention. 750,000 farmers, through their representatives have endorsed it. So has the Non-Partisan League. All told there are between eight and ten million workers behind the plan.

In their manifesto to Congress declaring for a reduction in the cost of living and the legal enactment of the Plumb plan, Labor struck a new and revolutionary note. The proposal, in the words of its authors, "marks the step by which organised labor passes from the demands for wage increases to demands that the system of profits in industry be overhauled." The following is the text of the declaration of the Brotherhoods:

"Labor faces a persistently serious situation due to the cost of living and the impossibility of wages keeping pace with the depreciation of money. No fundamental changes are being advanced to save workers from continual defeat in the economic struggle of life. The railroad employes are in no mood to brook the return of the lines to their former control since all the plans suggested for this settlement of the problems leave Labor essentially where it has stood and where it is determined to stand.

"We realise that in the strike for wage increases we cannot win any permanent victory. It is not money but value that counts. The vicious circle is infinite; increased wages are over-capitalised for inflated profits and the cost of goods mounts faster than the wage level. A few grow wealthy and the multitude is impoverished.

"Any basic change must begin with the railroads. We believe the interests of Labor and the public to be identical in the railroad question. The properties have been operated for the profit of the few, not for the service of the many. Not only have we suffered from inadequate wages but the public has paid an extortionate tax on transportation, a tax based on inflated values and collected from every person buying the necessaries of life.

Want Democratic Operation

"Our proposal is to operate the railroads democratically, applying the principles to industry for which in international affairs, the Nation has participated in a world war. President Wilson declared in his message of May 20, 1919, for the "genuine democratisation of industry, based upon a full recognition of the rights of those who work, in whatever rank, to participate in some organic way in every decision which directly affects their welfare in the part they are to play in industry. He spoke

(Continued on Page 20)

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Announcements for the Academic Year 1919-20

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All instruction in both the Medical and the Premedical Schools, except courses in Chinese language and literature, is given in the English language.

THE MEDICAL SCHOOL

Requirements for Admission: The minimum requirements for admission to the Medical School are graduation from an approved middle school, or its equivalent, and the completion of not less than three years of college work. This must include satisfactory courses in biology, chemistry (including general, analytical, and organic), physics, English Chinese, and at least one other foreign language.

All candidates for admission, except graduates of the Premedical School, must pass satisfactory examinations in the subjects required for admission.

Curriculum: During the year 1919-20 only the subjects included in the first year of the medical course will be offered.

Graduate Courses and Research: Special courses in anatomy, physiology, and physiological chemistry will be offered during the year 1919-20 to graduates in medicine or other qualified persons. Visitors who desire to investigate special problems may be granted the use of the laboratories at the discretion of the Director.

THE PREMEDICAL SCHOOL

Requirements for Admission: Admission is by entrance examination only. To be eligible for the entrance examinations, a candidate must be a graduate of an approved middle school or its equivalent, and must possess a good working knowledge of English, both oral and witten.

Curriculum: The Premedical School offers a three-year course in the fundamental subjects which are prerequisite to the study of medicine, including mathematics, biology, chemistry, physics, Chinese, English, French, and German. Students who complete satisfactorily the work of the Premedical School are admitted to the Medical School without further examinations.

Advanced Standing: Admission with advanced standing will be granted to candidates who present suitable credentials showing the completion of one or more years of work of collegiate grade and who pass satisfactory examinations in the subjects for which credit is desired.

Calendar: The first semester opens September 23, 1919, and closes January 30, 1920; the second semester opens February 3, 1920, and closes June 16.

EXAMINATIONS

Examinations for admission to the first year of the Medical School and for admission to the Premedical School will be held at Peking and at Shanghai on June 9 to 13 and August 25 to 29, 1919. In case the number of applicants warrants it, examinations will be held at other centers. Applications for admission and requests for further information should be addressed to

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The Railroad Crisis In The United States

(Continued from Page 19)
plainly in behalf of a 'genuine co-operation and partnership based upon real community of interest and participation in control.'

"We do ask for a share of the surplus at the end of each year, after operating costs are met and fixed charges are paid; but we also provide an automatic reduction in rates when this surplus comes to a given level. To restore the surplus the employes of the railroads must increase the efficiency of their management and they must invite new business. What we ask is to share the saving from economies we ourselves introduce and to share the surplus from new business our efficiency makes possible. We should not profit from the railroads as financiers have done; we should participate in the increased earnings from our increased production. We could not earn dividends unless industry as a whole were stimulated by improved transportation service.

"In our bill the rights of the public are protected. The rate-fixing power, which is the final check upon railroad management, remains with the Interstate Commerce Commission. If the new corporation should attempt to pay itself excessive returns, and produce a deficit, the lease is forfeitable.

"As to the danger of collusion between the directors of Labor and the directors of management to vote to absorb the surplus by raising wages and thus destroy the incentive of dividends, the bill makes a sound provision. We believe that the dividend system is essential if service is to be the motive and not profits. We arrange to give to management twice the rate of dividend the classified employes receive. So management's dividend is always double what its increase of wages would be, and management would never vote to use the surplus for a wage increase at the sacrifice of half of its own gains. To obtain a wage increase the classified employes would have to win the vote of the public directors.

"We assure the public immediate savings. The cost of capital would be reduced from the present 6 to 7 percent paid to Wall Street to 4 percent paid upon government securities. The savings assured under a unified system are enormous. The savings through efficiency rendered possible only by democratic operation are even greater, for the increased production resulting from harmonious relations between employes and their managers are incalculable. We believe our plan will reduce transportation charges in surprising measure and that it is the first and the most important step in any constructive effort to lower the cost of living."

Press Opposes Plan

That the whole movement should meet with tremendous opposition goes without saying. The press is almost unanimously against the plan of the Brotherhoods. Business, as represented by chambers of Commerce and banking houses, have publicly denounced it. Scarcely a Congressman can be found to say a good word for it. All the railway security holders have voiced their energetic protests.

With an instinct for "sure-fire" attack, many of the newspapers have raised the cry of "Bolshevism." The New York Times, the recognised conservative daily, calls it "a venture into radical socialism; a very long step toward the principles of Lenin and Trotsky and of Soviet Government." The New York World, leading pro-Wilson organ, after comparing the Brotherhood Chiefs to the German General staff in 1914, says it is "revolution by ultimatum."

The New York Evening Sun, which is so bitterly anti-Wilson as to make him the scapegoat for all the national evils, says:

"Yielding to demands of railroad employes has become a fixed national habit. Led by President Wilson in his famous surrender to the wage program of the four brotherhoods, the country has made concession after concession, with or without urgency. It is not wholly to be wondered at that the employes are pressing their fight even to demanding virtual ownership of the roads.

The Evening Post is of the opinion that "Only the Brotherhood Chiefs can think that the Government could raise an amount approximating the Liberty Loans at 4 percent for any cause except the nation's life. For an object so doubtful as Government ownership it may be doubted if money could be found at any rate." The Socialist Call, contemptuous of all but measures purely Socialistic brings itself to the very cautious conclusion that "we would rather take our chances with the semi-syndicalism of the railway workers than with those who have looted and almost wrecked the transportation systems of the United States."

Although solidly against the program of the Brotherhoods, Congress has been cautious, anxious, and non-committal in its utterance. It is so obviously the dominant issue in the country that it will take some time for the parties to formulate an official attitude. The Republicans are pretty clearly committed to returning the railroads to their former private owners, while the Democrats are feeling the onus of their rather dubious administration of the roads during the war. The sentiment of the nondescript neutral "public" has not expressed itself definitely. Meanwhile individual Senators of both parties are playing safe by avoiding vital questions and blaming their opponents. Thus Senator Kellogy of Minnesota regarding the wages dispute, said that the President already had the power to appoint a wage adjustment board and that it was not the business of Congress to handle the matter. Other Republican Senators insinuated that the President was trying to shift the responsibility to Congress. But inasmuch as the railroad men had indicated their refusal of the wage-adjustment board plan anyway, the debate was futile as an attempt at solution.

Bill in Congress

Representative Simms of Tennessee has introduced a bill into Congress embodying the Plumb plan for managing the railroads, but even he disclaims any of the credit or responsibility, saying that he had introduced it as he would any other bill by request. Thus far Congress is only obviously worried and obviously maneuvering for position.

But the railroad Brotherhoods are through with political maneuvering on the part of Congress. They have flung a direct challenge at Washington and laid their cards on the table. They have told Congress to have done with investigations, and resolutions, and all the rest of the familiar dodges of the political routiner. They declare they have taken the President seriously in his own demand for "genuine democratisation of industry, based upon a full recognition of the right of those who work, in whatever rank, to participate in some organic way in every decision which directly affects their welfare in the part they are to play in industry." And behind their demands for a reduction in the cost of living or a billion dollar increase in wages, behind their carefully matured plan for operating the railroads, sounds the clear warning to both old political parties to "produce something more tangible for labor, or to stop professing friendship for the workingman and make way for a new political labor party."

WHAT THE HANDS TELL.

The size, shape and texture of the hands have been regarded from very distant times as highly indicative of character. From the hands also it is easily possible to form a substantially accurate opinion as to their possessor's health.

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JAPAN ASKED PEACE THROUGH ROOSEVELT

His Correspondence Shows He Undertook Mediation In Russian War At Her Request

OVERPRAISE AMUSED HIM

If His Efforts Had Failed, He Would Have Been Condemned By Public

Extracts from the correspondence of Theodore Roosevelt, to be published in the September issue of Scribner's Magazine, reveal that he undertook mediation in the Russo-Japanese war upon the direct request of Japan. The compiling of extracts from more than 150,000 letters of the twenty-sixth President has been done by his friend, Joseph Bucklin Bishop, who has sifted out for his first article all the letters relating to the peace negotiations at Portsmouth.

This request from Japan for mediation was cabled to Takahira in Washington four days after the Japanese naval victory over the Russians in the Japan Sea on May 27, 1905. In the negotiations that followed the President was without the advice of many of his Cabinet members. John Hay, Secretary of State, was ill; Secretary of War Taft was in the Philippines, and Elihu Root had resigned his post.

"I was amused by the way in which they (the Japanese) asked me to invite the two belligerents together directly on my own motion and initiative," he wrote. "It reminded me of the request for contributions sent by campaign committees to office holders, wherein they are asked to make a 'voluntary contribution of 10 percent of their salary.' It showed a certain naivete on the part of the Japanese."

In other letters, some of them to John Hay, he wrote of the unsatisfactory attitude of the Russian Government. Some of the extracts from these letters are:

"The Russian Ambassador announces to me officially the Government is bent on war, but that privately he would welcome peace. . . . Did you ever know anything more pitiable than the condition of the Russian despotism in this year of grace? The Tsar is a preposterous little creature, as the absolute autocrat of 150,000,000 people. He has been unable to make war, and he is now unable to make peace."

Telling of his troubles in the negotiations, President Roosevelt wrote:

"What I cannot understand about the Russian is the way he will lie when he knows perfectly well that you know he is lying."

Mr. Bishop writes that when difficulties were encountered the President would appeal to England to use its good offices with Japan, and to Germany to attempt to influence the Tsar. Cablegrams also were sent every day to the Tsar and Mikado. The uncertainty of the negotations throughout is revealed by "confidential messages" sent to the President by the Japanese envoys on the night before the agreement was reached, expressing the belief that it would be hopeless to continue.

Roosevelt, in referring to the Kaiser in one letter, said:

"The Kaiser has had another fit, and is now convinced that France is trying to engineer a congress of the nations, in which Germany will be left out. What a jumpy creature he is, anyhow."

After King Edward and diplomats of all nations had praised him for the success of the peace negotiations, he wrote this letter to Mrs. Longworth:

"It is enough to give any one a sense of sardonic amusement to see the way in which the people generally, not only in my own country, but elsewhere, gauge the work purely by the fact that it succeeded. If I had not brought about peace I should have been laughed at and condemned. Now I am overpraised. I am credited with being extremely longheaded, &c. As a matter of fact, I took the position I finally did not of my own volition, but because events so shaped themselves that I would have felt as if I was flinching from a plain duty if I had acted otherwise."

Provision Prices In Local Martke

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on September 23, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	25-30
Cod	,,	14-16
Mandarin	,,	20-30
Mackerel	,,	none
Pomfret	,,	none
Salmon	,,	18-20
Samli	,,	30-40
Soles	,,	20-30
Whitebait	,,	20-25
Game, Poultry And Eggs		
Deer	each	none
Duck	,,	30-50
Eggs	per doz.	18-20
Fowl	per lb.	18-20
Geese	each	50-80
Pigeons	,,	18-20
Quail	,,	20-25
Snipe	,,	14-16
Teal	,,	18-20
Turkey	per lb.	45-50
Fruit		
Apricots	per lb.	none
Apples	,,	12-20
Bananas	,,	5-6
Figs	per doz.	4-8
Lemons	each	5-7
Lichees	per lb.	none
Mangoes	each	none
Oranges	per doz.	$1.00-$1.20
Peaches	per lb.	none
Pears	,,	10-20
Persimmons	,,	8-10
Peeboes	,,	none
Plums	per lb.	none
Pumeloes	each	15-20
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	,,	none
Vegetables		
Artichokes	each	none
Asparagus	per doz.	20-30
Broad Beans	per lb.	4-5
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	4-6
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	2-3
Egg Plant	per lb.	6-8
French Beans	,,	14-16
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	40-60
Onions	,,	4-5
Parsnips	per bunch	3-4
Peas	per lb.	none
Potatoes	per picul	$2.40-$2.60
Radishes	per bunch	1-2
Spinach	per lb.	6-8
Tomatoes	,,	4-5
Turnips	per bunch	2-3
Grain And Flour		
Flour, American	per 50 lbs.	—
Flour, Australian	,,	$4.20
Flour, Shanghai	,,	$2.50
Rice	per 200 lbs.	$9.00
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fodder		
Barley	per 114 lbs.	$2.60
Bran	,,	$2.25
Fuel		
House Coal	per ton	Tls. 19.00
Stove Coal	,,	Tls. 23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-$4.00

E. KILNER,
Chief Inspector.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 26)

BARBOUR'S
LINEN THREADS
TWINES AND NETS
For Prices
Apply to your Import Merchant

Dr. S. S. SHPILBERG
Physician and Surgeon
Consulting hours:
11-1 and 4-6
Phone, North 2035
36 Quinsan Road.
24927

BLANKETS
Just received a supply of double Grey Woollen Blankets. For particulars and prices apply to Box No. 467, THE CHINA PRESS.
25549

A PICTURE
Over 1,000 years old, Tong period (唐), value $100,000. The only one in existence. For inspection, etc., please apply to Sze Yuen Ming, 12 Bubbling Well Road.
25264.

Prof. J. K. Seto
Turkish Bath and Massage Establishment
25 N. Szechuen Road, Shanghai.
Tel. North 2768

The International Recreation Club
KIANGWAN RACES
57TH MEETING.
8th and 10th October, 1919.
(Wednesday and Friday)
1st Saddling Bell at 12.30 p.m. Sharp, Daily.
ATTENTION TO MEMBERS.
ENTRIES close on Tuesday, 30th September, 1919, at 7 p.m. at the Club House, 126, Bubbling Well Road.
Entry forms may be obtained upon application to the undersigned.
By order,
Y. S. DAY,
Secretary.
Shanghai, 23rd September, 1919.
25502

HONMA HOSPITAL
No. 8A Miller Road. Tel. N. 2961
DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Confinements, Surgery
X-Ray and Diathermy
Examination with Uretroscope
Skin Diseases
Massage Treatment

Dr. med. F. T. Kiang
Physician and Surgeon
(Formerly Assistant at the Surgical University Clinic of Berlin)
Specialist in veneral diseases.
Office. 85 Szechuen Road.
Consultation Hours: 2-4 p.m
Telephone: No. C. 3844.

NOTICE
Miss A. Gauhman, Russian lady dentist, desires to announce her return to practice at No. 20, Nanking Road. Hours 9 to 12 and 2 to 6.

Carpets and Rugs
FOR SALE
AT
REASONABLE PRICES
HWA VENG CARPET FACTORY
F94 Bubbling Well Road,
Opposite Race Course.
24226

The International Recreation Club
SPECIAL ENTRIES
THE KIANGWAN ST. LEGER
and
THE KIANGWAN CHALLENGE CUP
will take place on the
29TH NOVEMBER, 1919.
ENTRIES for the above close on Monday, 13th October, 1919, at 8 p.m. at the Club House, 126 Bubbling Well Road.
SUBSCRIPTION GRIFFINS:—Intending subscribers are requested to send their names to the undersigned not later than 8 p.m. on Sunday, 12th October, 1919.
By order,
Y. S. DAY,
Secretary.
Shanghai, 23rd September, 1919.
25501

Telegraphic Interpreting Code Books
NEW STOCK
Bentley's Complete Phrase Code (New Edition) $25.00
A. B. C. 5th Edition Code. 25.00
Western Union Code, Universal Edition 30.00
Chew Tzu Kong, Bookstore
111 Szechuen Road, Shanghai.
25506

The Shanghai Chemical Laboratory
No. 20 Nanking Road
3rd Floor

THE NANKING HOTEL
HSIAKWAN, NANKING
We beg to announce that the above has now been opened to the public and is prepared to receive guests.
This foreign-style hotel, situated on the Hsiakwan Bund, is the first of its kind in Nanking, being conducted according to Western ideas. Rooms with or without bathroom attached from $1 to $6 per day. Excellent cuisine under foreign supervision. Billiards, Orchestra, Barber's Shop, Bar and Dining Rooms, Roof Gardens, Electric Light and Fans, Cold and Hot Water Service, Steam Heaters, Telephones, and all other modern conveniences.
Give us a trial, and you will be convinced. We solicit your esteemed patronage.
25539

SZECHWAN CREPE DE CHINE
Direct from the Source of Supply, to any Address in the World.
Travelling through Szechwan Province more than 600 years ago Marco Polo, the celebrated Venetian Explorer, observed this beautiful Crepe de Chine. He took it to Kublai Kahn, the greatest Emperor the world has ever known and Kublai Kahn presented it to the most favoured women of his court, adding charm and beauty to the already most beautiful women in the world. Send us your cheque or Chinese Post Office money order for $20. In return we will mail you one roll of Szechwan Crepe de Chine, postage free. Width 26 inches, length 27 feet. Original Shade.
WIDLER & COMPANY
Chungking, West China.

COMMEMORATION EDITION
of
The China Press
to be published in Chinese, on
October 10th, 1919
ADVERTISING COPY
must be sent to the Advertising Manager not later than September 30th.
RATES ON APPLICATION

NOTICE TO EXPORTERS
We beg to inform Exporters of China Egg Products that we are manufacturing and selling all kinds of LIQUID, DRIED AND SPRAYED WHOLE EGG, YOLK AND ALBUMEN.
Our goods are manufactured by the most up-to-date process; our machines are the newest imported from America, and our outputs are supervised by the best EXPERTS.
Any inquiry will have our immediate attention.
Address: 8b Kiangse Road, and Q489 Tientsin Road, Shanghai.
Telephone: Central Nos. 2385 and 4008.
H. C. WANG
General Manager: Tung Hsin Ziang Egg Factories, Hung Yue Chong Egg Factory, Hsin Chong.

O.V.B.
OREGON'S VERY BEST
LOGANBERRY JUICE
Serve it for Luncheon, Dinner or Dance
Gande, Price Co., Agents

China Lace Guild
Manufacturers of
FILLET AND IRISH CORCHET LACE, INSERTIONS, ETC.
Wholesale only
96 SZECHUEN ROAD.

The Cotton Anti-Adulteration Association
The Eighth Annual Meeting of the above Association will be at the Offices of Messrs. Jardine, Matheson & Company, Limited on Tuesday, the 30th September, 1919, at 12 noon, when the Committee's Report and Statement of Accounts for the period ended 31st July, 1919, will be presented.
E. C. PEARCE,
Chairman.
25515

Dr. James Yuking's
Office for Venereal Diseases is now removed to
73 NANKING ROAD,
Hours: 10 a.m. to 5 p.m. daily and by appointment.
Special consideration to men in uniform.

TAKE ADVANTAGE
OF THE
HIGH EXCHANGE
Carry a Gold Dollar Account
WITH
AMERICAN EXPRESS COMPANY
No. 8 Nanking Road

FILMS DEVELOPED FREE
We charge you for printing only.
A LARGE STOCK OF
KODAKS & FILMS
YOUNG PHOTO CO.
No. P61-62 Nanking Road (near Shantung Road).

A New and Unique Assortment of
Light Summer Slippers
in thin canvas.
Excellent for the hot weather; of high-class American Manufacture.
MACBETH, GRAY & CO.
20 Nanking Road

Electric Cooking
THE IDEAL METHOD.
The Electric Oven, being free from the fumes of combustion does not require to be ventilated, therefore food cooked in it retains its flavour, the natural gases from cooked meat are not carried away through flues but retained in the oven. A clear, uniform heat is maintained which has the effect of closing up the surface of meat or poultry, thus preventing loss by evaporation.
Electric cookers are hired out at Tls. 0.50 per month by the:—
MUNICIPAL ELECTRICITY DEPARTMENT
SHOWROOMS: 471-2 NANKING ROAD. TEL. CENTRAL 2660.

THE S.S. "TUNGUS"
Will leave Shanghai for
VLADIVOSTOCK
On the 4th October
For Freight (Godown accommodation at Vladivostok guaranteed) and Passage, apply to
S. HEIMANN & COMPANY,
19A Canton Road.
Telephone Central 1604.
25541

Tel., Central 2036
Dr. FRED M. GENSBURGER
Eye-Sight Specialist
Consulting Hours
10 to 12 a.m. 2 to 5 p.m.
and by appointment
38, Nanking Road
1st Floor

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £2,000,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders £2,100,000

Head Office:
38 Bishopsgate, London, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminster and Parrs Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Ilollo	Pukst
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

C. J. SCOTT.
Acting-Manager.

BANQUE DE L'INDO-CHINE

Capital ..... Frs. 48,000,000.00
Reserve ..... Frs. 50,000,000.00

Succursales et Agences:

Bankuk	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoete	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital .....Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit, Buying and Selling Specie etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji Singapore, Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

H. H. KONG,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2/- $15,000,000
Silver 21,000,000
$36,000,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
J. A. Plummer, Esq., Chairman.
Hon. Mr. E. V. D. Parr, Deputy Chairman.
A. H. Compton, Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
Hon. Mr. J. Johnstone.
W. L. Pattenden, Esq.
Chief Manager.
Hongkong—N. J. Stabb.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Ilollo	Peking	Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN.
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	26,900,000
	Kuping Tls.
Capital Contributed by Chinese Government ..	3,500,000
Reserve Fund	1,750,000

Head office: Petrograd.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe Generale pour favoriser le Developpement du Commerce et de l'Industrie en France / Banque de Paris et des Pays-Bas.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hankow	Nicolsyewsk
Chanchun (Kwan-chendze)	Harbin	O/Amur
	Harbin	Peking
	Pristan	Yokohama
Chefoo	Hongkong	Tientsin
Dairen	Manchouli	Shanghai
Hailar	Newchwang	Vladivostock

Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels, and Dollars. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposit Boxes.

L. JEZIERSKI,
Manager for Asia.

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital $1,000,000.00
Reserve Fund $91,347.41

Head Office: Shanghai
Peking and Kiangse Roads.
Tels: Managers' Office: Central 2650
General Office: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, New York, San Francisco, Tokio, Yokohama, Kobe and Osaka.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.

Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.

Domestic and Foreign Drafts purchased and sold.

Credit grant on approved securities.

Savings Accounts—4% per annum.

Every description of banking business transacted.

Modern Safe Deposit Boxes For Rent.

Shen Chu Hsu, Manager.
Shu Chin Min, Sub-Manager.
C. C. Yang, Sub-Manager.

Banque Belge Pour L'Etranger

Societe Anonyme
Filiale de la Societe Generale de Belgique
(THE BELGIAN BANK)

Paid-Up Capital £2,000,000
Reserves £431,890

Head office: BRUSSELS
London: 2 Bishopsgate, E.C.2
Branches: Alexandria, Tantah, Cairo, Peking, Tientsin,
Agents:
New York: 31 Pine Street
Manchester: 31 Mosley Street

President:
JEAN JADOT
Gouverneur de la Societe Generale de Belgique

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque Nationale de Credit.
Lyons: Banque Nationale de Credit.
Marseilles: Banque Nationale de Credit.
New York: Guaranty Trust Co. of New York.

Interest allowed on Current Accounts in gold or local currency and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS.
Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中 華 銀 行 Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head Office: Tientsin

Subscribed Capital $2,000,000
Paid-Up Capital $1,020,000
Reserve Fund .....$ 20,000

Managing Director:
T. CLARENCE SUN
Deputy Managing Director:
NIEH CHI-WEI

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang
Shanghai	Soochow	Changsha
Peking	Wusieh	Shasi
Hankow	Hangchow	Wuhu
Nanking	Ningpo	London
Yangchow	Shaoshing	New York
Hsuchow	Canton	San Francisco
Pengpu	Hongkong	Boston
Changchun	Changteh	Tokio
Antung	Chengchow	Kobe
Kiukiang	TsinkiangpuYokohama	Osaka

And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S. 441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
W. D. Zee, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits .U.S. $2,563,060.00

H. T. S. Green,
President & General Manager.
London Office:
26 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Rangoon Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris, Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Babal, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

THE BANK OF CANTON, LIMITED.

Incorporated 1912.

Capital (fully paid) H.$2,000,000.00
Reserve Fund ..... H.$ 400,000.00
Investment reserve fund ..... H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 3 Ningpo Road

BRANCHES AND AGENCIES

Canton	Bangkok	San Francisco
Batavia	Bombay	Colombo
New York	Manila	Samarang
London	Singapore	Calcutta
Honolulu	Rangoon	Yokohama
Sourabaya	Canada, etc.	

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.

Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.

H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: Yokohama Japan.

	Yen
Capital Fully paid-up..	48,000,000
Reserve Fund	28,000,000

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	S. Francisco
Bombay	London	Seattle
Buenos Ayres	Lyons	Shanghai
Calcutta	Manila	Shimonoseki
Changchun	Mukden	Singapore
Dalny	Nagasaki	Sourabaya
Hankow	Newchwang	Sydney
Harbin	New York	Tientsin
Hongkong	Osaka	Tokio
Honolulu	Peking	Tsinanfu
Kaiyuen	Rangoon	Tsingtau
Kobe	Rio de Janeiro	Vladivostock

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Nederlandsche Handel Maatschappij

(Netherlands Trading Society.)

Established 1824.

Paid-up-Capital—
Guilders 80,000,000 (about £6,666,666)
Reserve Funds—
Guilders 14,590,545 (about £1,215,879)
Special Reserves—
Guilders 17,000,000 (about £1,416,666)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Betong
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

Shanghai Interest Allowed on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

The
Chekiang Industrial Bank, Ltd.

Established 1908.

Capital $1,000,000
Reserve Fund $50,000

Head Office, Branches and Agencies.
Hangchow, Shanghai, Haimon, Lanchi.
Agencies at the principal Cities throughout China.
Foreign Agencies:—London, New York, Tokio, Yokohama, Osaka, Kobe, Hakodata, Seoul and Fusan.

SHANGHAI BRANCH
U 39 Peking Road.
Tel. No. C. 3145, Manager's Office.
Tel. No. C. 2147, General Office.
Every description of Banking and Exchange Business transacted.
Interest allowed on Current and Fixed Deposits in Taels, Dollars, Sterlings, Gold Dollars and Yen according to arrangements.
Credits granted on approved securities.
Safe Deposit Boxes for rent on application.

SAVINGS DEPARTMENT
4% Compound Interest allowed on Savings Current Deposits.
Interest allowed on Savings Fixed Deposits according to arrangements.
Cheque-books or Savings Pass-books at Depositor's disposal.
Li Ming, *Manager.*
Chen Sin Tseng, *Sub-manager.*
Zai Moh Zung, *Sub-manager.*

The Mercantile Bank of India, Ltd.

Subscribed Capital £1,500,000
Paid up Capital 750,000
Reserve Fund 700,000

Head Office, 15 Gracechurch Street, London, E. C.

London Bankers:
London Joint City and Midland Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. HEATH Manager
26 The Bund.

Resources: Pesos 248,000,000

Philippine National Bank

No. 1 The Bund, Shanghai

Telephone: Central 2741

Head Office: MANILA

BRANCHES:
37 Broadway, New York, and throughout the Philippines.

Correspondents at principal cities in the Orient, United States and Europe.

CHECKING AND SAVING ACCOUNTS: FIXED DEPOSIT
Exchange Bought and Sold
Commercial and Travellers' Letters of Credit
Travellers' Checks

Banque Industrielle de Chine

Capital ..... Francs 75,000,000
one-third of the Capital, i. e., Frs. 25,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

Head Office
74, Rue St. Lazare, Paris.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunnanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana Credito Italiano

Taels, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital ... $60,000,000.00
Paid-Up Capital $12,279,800.00
Reserve Fund $1,298,553.65
Special Reserve Fund $1,898,933.66

Head Office: Peking.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
2 Hankow Road.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

Sung Han-chang,
Manager.
Shanghai, 15th February, 1919.

ASIA BANKING CORPORATION

An American Bank

Head Office—New York City
Head Office for the Far East, Shanghai
Corner Kiukiang and Kiangse Roads.

OTHER BRANCH OFFICES
Canton-Changsha-Hankow-Hongkong
Manila-Peking-Tientsin

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

PARK-UNION

FOREIGN BANKING CORPORATION

HEAD OFFICE: 56 Wall Street, New York
Fully Paid Capital and Surplus $2,250,000

Owned and controlled by

The National Park Bank New York — Union Bank of Canada

We beg to announce the opening of a Branch in Shanghai in temporary quarters at

No. 1 KIUKIANG ROAD
on
Wednesday, October 1st

BRANCHES

SAN FRANCISCO — SEATTLE
PARIS — YOKOHAMA

DIRECTORS

Richard Delafield	H. B. Shaw
Stuyvesant Fish	R. O. McCulloch
Gilbert G. Thorne	Stanley E. Elkin
Cornelius Vanderbilt	Stephen Haas
R. H. Williams	F. E. Kenaston
E. C. Hoyt	W. J. Dawson
A. P. Villa	F. L. Appleby
Sir Wm. Price	T. Fred Aspden
Charles A. Holder	

MEN OF WAR IN PORT

Section	Date	From	Name	Flag and Rating
WTW			Snipe	Br. gun-boat
W.T.W.			Nightingale	Br. gun-boat
M.M.B.	Aug. 18		Wilmington	Am. gun-boat
O.D.W.	Sep. 10		Woodcock	Br. gun-boat
K.N.D.	Sep. 10		Sumida	Jap. gun-boat
Y.P.D.W.	Sep. 16		Cadmus	Br. gun-boat
BVIII	Sep. 24		Suma	Jap. gun-boat
P&OBI			Monocacy	Am. gun-boat

Financial And Commercial News

Exchange and Bullion

Shanghai, September 27, 1919.

Money And Bullion

Sovereigns: buying rate.
@ 6/3=Tls. 3.2000
@ exch. 74.1=Mex. $4.3185
Gold Dollars: Bank buying rate,
@ 131¼=Tls. 76.19
@ exch. 74.1=Mex. $102.82
Mex. Dollars: Market Rate: 73.875
S'hai Gold Bars. 978 touch Tls. 182
Copper Cash ... per tael 184.700
Native Interest ..... Tls. 27

Latest London Quotations

Bar Silver ..... 63⅜d.
Bank Rate of Discount 5%
Ex., Paris on London ... Fr. 35.59
Ex., New York on London T.T.
G. $4.24¾

Exchange Closing Quotations

London ..... T.T. 6/3
London ..... Demand 6/3¼
India .....Nom. T.T. 312½
Paris ..... T.T. 1125
Paris ..... Demand 1128
New York ..... T.T. 131
New York ..... Demand 131¼
Hongkong ..... T.T. 66½
Japan ..... T.T. 38½
Batavia ..... T.T. 334¼
Singapore ..... T.T. 37¾

Banks Buying Rates

London ..... Demand 6/4
London Nom. 4 m/s. Cdts. 6/6
London Nom. 4 m/s. Docy. 6/6¼
London Nom. 6 m/s. Cdts. 6/6¾
London Nom. 6 m/s. Docy. 6/7
Paris ..... Nom. 4 m/s. 1235
New York .... o/d. Docy. 132½
New York ..... 4 m/s. 140¼

ROUBLES EXCHANGE

Today's Bank Buying Rate
For Roubles
Roubles 6,850 ..... =Tls. 100
Roubles 100 ..... =Mex. $2.00

CUSTOMS HOUSE EXCHANGE RATES FOR SEPTEMBER

Hk. Tls. 3.07 @ 5/10¼ £1
,, 1 @ 936 Francs 10.43
,, 0.73 @ 123¼ Gold $1
,, 1 @ 40¾ Yen 2.73
,, 1 @ 15 Rupees 4.89
,, 1 @ 1.50 Mex. $1.50
,, 1 @ — Roubles —

Stock Exchange
Transactions

Shanghai, September 27, 1919.

TODAY'S QUOTATIONS

Official

Langkats Tls. 19.50 C. N. I.
S. & H. Wharf Tls. 125.00
Tls. 124.00 December
S'hai Dock Tls. 129.00 Dec.
Sumatras Tls. 135.00 Dec.

Unofficial

Yangtszepoo Cotton (Ord).
Tls. 18.75
Tls. 18.85 December
Kungyik Cotton Tls. 35.50 Dec.
New Eng. Tls. 32.00
Tls. 32.50 December
S'hai Docks Tls. 121.00
S. & H. Wharf Tls. 120.00 acsh
Tls. 126.00 December
Lands Tls. 63.00
Senawangs Tls. 8.50 Dec.
Langkats Tls. 22.00
Tls. 22.50 Dec. C.N.I.

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road, Shanghai.

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Fifty Bedrooms with private Baths and Toilets.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Shanghai Produce & Stock Exchange
Transactions

Shanghai, September 27, 1919.
Japanese Bond: 5%
Tls. 35.00 November
Shanghai P. & S. Exchange
Tls. 25.30 November
Japan-China S. & W. Co.
Tls. 32.50 November
Local Yarn:
Water Moon 16's
Tls. 223.00 November
Water Moon 16-20's
Tls. 225.90 October
Tls. 230.50 November
Tls. 233.00 December
Tls. 237.00 January
Tls. 236.50 February
Local Yarn for Standard
Tls. 213.00 October
Tls. 216.10 November

Piece Goods And Yarn

Messrs. Ilbert and Co. write as follows in their report dated September 26:

Piece Goods

The better feeling, which was in an incipient stage at the time of our last report, has developed in the interval. Quite a number of outlets are beginning to find that the stocks they possess are very light and dealers are full of interest to discover what advices of shipments of various cargoes have come to hand in the last few days' vast quantity of accumulated mail matter by which every office in Shanghai has been "snowed under." Easier money in native circles has also enabled a fair amount of exchange to be wiped off which was settled for forward arrival at the time that forward cargo was contracted for, in order to legitimately protect the then considered, enormously dear sterling costs. This has led to, no doubt, much thought upon the "might have been," had the present wonderful exchange rates been available upon everything that is to come forward this autumn.

Grey Shirtings, 8¼ lbs.—Sales in Three Friends at Tls. 5.20, Vase at Tls. 4.75 and Blue Two Horses at Tls. 4.50. Auctions about steady.

4 lbs. to 7 lbs.—Two sales reported in Blue Buffalo at Tls. 3.35 and Mountain at Tls. 3.20.

9 lbs. to 11 lbs.—The following sales are made in Pig Head at Tls. 8.00. Flying Three Rabbits at Tls. 7.25, Red Cock at Tls. 6.50 and Blue Three Birds at Tls. 5.50. Auctions showed some irregularity.

12 lbs. 36 in. Prices firm at auctions, privately only two small sales reported as follows: Soldier No. 1 at Tls. 10.25 and General at Tls. 8.50. Stocks of these goods are very much depleted, and in consequence there has been a fair amount of inquiry for American fine Sheetings as being the nearest approach for something to take their place.

White Shirtings.—Sales in Gold 9 Horse at Tls. 10.75, Red Large Dog at Tls. 10.60, Mountain Flower No. 1 at Tls. 9.40, One Cash at Tls. 8.85, Peacock at Tls. 8.75, Good Luck at Tls. 8.65, Mountain Flower No. 2 at Tls. 8.60, Mountain Flower No. 3 at Tls. 8.45, Mountain Flower No. 4 at Tls. 8.25 and Gold Two Joss at Tls. 8.20, and in Bleached Tea Cloths Gold Four Cocks at Tls. 7.75, Three Bees at Tls. 6.85 and Gold Large Cock at Tls. 5.95. Auctions on the whole showed substantial advances in price.

American Sheetings.—No actual sales have been named, but there has been a good inquiry for 4 yds., as English 10-lbs. Shirtings are in short supply.

Dyed and Fancy Cottons.—A little more inquiry about. Auctions for Fast Black Italians again showed marked advance.

Cotton.—Our market for the local staple has been steady to firm during the week, the volume of business, however, has not been large, while exporters due undoubtedly to the present high rates of exchange have not been operating.

Quotations today for new seasons crop are approximately Tungchow at Tls. 33.50 to Tls. 34.00, Steam Ginned at Tls. 31.50 and Ordinary Shanghai at Tls. 31.00 to Tls. 30.50. The new seasons cotton has not yet arrived in sufficient quantities to judge of it quality. The weather has been fine and the picking of the crop is progressing. Hankow grades are quoted at Tls. 27.00 for the old crop and Tls. 29.00 for new crop.

The following quotations on the Liverpool market are cabled by Reuter. Good Middling American at 18.47d. for spot. Egyptian Sakellaridis at 30d., and M.G. Bengals at 14.60d. per lb.

Local Yarn.—Rates during the week have been of a varying nature, but on the whole prices have been maintained. Sales are reported to have been booked as follows:

10's. 700 Bales Soochow Mill at Tls. 165.00, 500 Bales Sun and Moon at Tls. 162.00.

12's. 900 Bales Soochow Mill (heavy) at Tls. 175.00 to Tls. 178.00, 500 Bales Sun and Moon at Tls. 174.00, 400 Bales New World at Tls. 178.00.

14's. 2,000 Bales Lady and Tiger (heavy) at Tls. 204.00 delivery October to March.

16's. 2,500 Bales Pagoda (heavy) at Tls. 210.00, 1,500 Bales Man and Clock (heavy) at Tls. 210.00.

Indian Yarn.—Market steady at about last week's prices. Only a few sales, however, reported as follows:

No. 10's.—50 Bales Apollo (Ring) at Tls. 161.50, 100 Bales Connaught at Tls. 158.50, 100 Bales Sorab at Tls. 167.50, 100 Bales Svadeshi (Ring) Kose at Tls. 168.00, and 75 Bales Tricumdass (Ring) at Tls. 163.50.

No. 12's.—100 Bales China Mill at Tls. 172.00, 100 Bales Currimbhoy (Ring) at Tls. 174.00, 75 Bales Fazulbhoy at Tls. 175.00, and 50 Bales Moon at Tls. 172.

Share Market

Messrs. J. P. Bisset and Co. write as follows in their report for week ending September 25:

The September Settlement passed off smoothly on the 24th inst., the volume of business was very large. Since the Settlement very few transactions have taken place, but the tendency of the market is firm. Shanghai and Hongkew Wharves have advanced to Tls. 116 cash, and Tls. 125 December.

Rubber Prices

Messrs. Hugo Reiss and Co., have received the following from Messrs. Barker and Co., Ltd., London, dated the 25th instant:

Average Spot price standard quality Ribbed Smoked Sheet 2/2¼.

Average Spot price standard quality First Crepe 2/2½.

Ex warehouse (Singapore) 2/1, 2/1½, market weakening tendency.

PARIS EXCHANGE

(French Wireless To Reuter)

Paris, September 26.—(Via Lyons and Koukaza).—Paris exchange:

French War Loans:
3 percent 60.85
4 percent 1917 ... 71.25
4 percent 1918 ... 71.80
5 percent 90.20

FRENCH MARKETS

(French Wireless To Reuter)

Paris, September 26.—(Via Lyons and Koukaza).—Market quotations:

	Sept.	Sept.	Sept.
Marseilles	24	25	26
Green peas	130	132	135
Potato Starch	140	150	150
	Sept.	Sept.	Sept.
Havre, Cotton:	23	24	25
1st quality	373	372	360
2nd quality	373	372	360
3rd quality	365	364	300
	Sept.	Sept.	Sept.
Lyons, Raw silks	24	25	26
Cevennes	177	177	180
Italy	187	187	190
Syria	149	147	150
Japan	195	195	198
China	195	198	200
Canton	143	198	200

Shipping Items

The C.M. s.s. Hsinfung left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tuckwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Poyang left Hankow for Shanghai on Thursday.

The N.K.K. s.s. Yohyang Maru left Hankow for Shanghai on Thursday.

The I.-C. s.s. Tungshing is due in Shanghai from Canton, Hongkong and Foochow today.

The I.-C. s.s. Hangsang is due in Shanghai from Canton, Hongkong and Swatow today.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Siangyang Maru left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Atsuta Maru arrived Shanghai from Japan yesterday afternoon and will sail for London and ports tomorrow morning. The passenger tender will leave the Customs Jetty at 5 o'clock this afternoon.

The N.Y.K. s.s. Katori Maru, from Seattle and ports, was expected to leave Nagasaki on Friday and is due in Shanghai this morning about 8 o'clock.

The C.M. s.s. Kiangshin left Hankow for Shanghai yesterday.

The N.K.K. s.s. Tachang Maru left Hankow for Shanghai yesterday.

The I-C. s.s. Hwahlee (chartered) will leave Hankow for Shanghai today.

The C.N. Ngankin will leave Hankow for Shanghai today.

The M.M. s.s. Porthos arrived in Shanghai from Japan on Friady morning and will sail for Marseilles and ports tomorrow afternoon. The tender Whangpoo with outgoing passengers and mails will leave the French Mail jetty at 1:30 o'clock.

The Blue Funnel s.s. Eurymedon, from New York, left Kobe for Kuchinetsu, Tsingtau and Shanghai at 9 o'clock Thursday morning and is due here about October 2.

The S. and D. s.s. West Egovia left Portland, Ore., for Shanghai direct on the 18th and is expected to arrive here about October 14.

The I-C. s.s. Loongwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Kiukiang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Tafoo Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Hwahta will leave Hankow for Sahnghai next Tuesday.

The C.N. s.s. Wuchang will leave Hankow for Shanghai next Tuesday.

The N.K.K. s.s. Nanyang Maru will leave Hankow for Shanghai next Tuesday.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Thursday.

The I-C. s.s. Kingsing is due in Shanghai from Tientsin, Chefoo and Weihaiwei next Thursday.

The I.-C. s.s. Yusang is due in Shanghai from Chinwangtao next Thursday.

The P. and O. s.s. Khiva, from London, is expected to leave Hongkong next Wednesday, and is due in Shanghai on Saturday, October 4.

The B.I. s.s. Japan will sail from Hongkew Wharf for Calcutta via Japan at one o'clock this afternoon.

The B.I. s.s. Thongwa, from London, arrived at Hongkong on Wednesday.

The N.Y.K. s.s. Wakanoura Maru will leave Moji for Shanghai today and may be expected to arrive on Tuesday.

The N.Y.K. s.s. Chikugo Maru will leave Nagasaki for Shanghai today and may be expected to arrive on Tuesday.

The U.S.S. Monocacy arrived in Shanghai from Sungkiang yesterday about noon and anchored at the P. & O. Buoy No. 1.

Passengers Arrived

Per C.M. s.s. Haean from Foochow: Miss Cartwright.

Per C.N. s.s. Shantung from Hongkong: Mrs. Blackett Scott, sister and infant, Misses Fairlie and Ritchie, Messrs. Kavahagh and Astreds.

Per C.M. s.s. Kiangyung from Hankow: Mrs. Chen.

Per C.M. s.s. Kiangteen from Ningpo: Mr. and Mrs. Benjamin, Miss B. Wellefox.

Per I.-C. s.s. Kutwo from Hankow: Sisters M. St. Giles, M. Providentea, Eveline and Catherine: from Wuhu: Mrs. A. E. Lester and child.

Per N.Y.K. s.s. Yamashiro Maru from Japan: Misses L. King, H. T. Robinson, Mrs. H. L. and Mstr. M. E. Harloe, Mrs. J. H. Farquharson, Mstr. G. Farquharson, Mrs. L. Guignard and 3 children, Mrs. I. Sharsing, Mstr. I. Ireme, Mrs. H. and Mstr. M. Aberdin, Mr. and Mrs. Kobayashi and 3 children, Messrs. C. Popoff, J. Farquharson, B. Farquharson, A. Farquharson, D. Stamosj, M. Coundourgi, D. M. Melnikoff, C. Zalusky, Sharsing, M. Aberdin, S. Matsuzaki, T. Tanaka, Oguri, Tsukada, Murakami, Mr. and Mrs. Fukushima.

Passengers Departed

Per I.-C. s.s. Koonshing for Tientsin: Mr. and Mrs. A. R. Wilson and child.

Per I.-C. s.s. Waishing for Hankow: Mr. J. R. Allan.

Amusements

NEW HELEN THEATRE
Haining Road

Tonight Tonight
Pathe's Great Five-Part Gold Rooster Play.
"Her Life and His"
Drama of Unusual Plot.
Matinee Today
"Tiger's Trail"
5th and 6th Episodes.
MONDAY
"Tiger's Trail"
7th and 8th Episodes.

Amusements

Victoria Theatre

NEW PROGRAMME
for
Tonight, Sept. 28th
Presenting
BLANCHE SWEET
in
"THE THOUSAND DOLLAR HUSBAND"

On Monday and Tuesday 29th and 30th Sept.
AN ALL-
CHAPLIN
PROGRAMME

Usual Prices

ISIS THEATRE

SUNDAY MATINEE
Korean Performance and Picture Show
SUNDAY EVENING
Special Korean Plays
Songs and Dances
Monday
Entire Change of Programme
Korean Vaudeville and Classical Plays
Pretty Costumes. Special Dances
by
Korean Ladies from Noble Families
Picture Show During Interval of Plays
Reduced Prices From Monday Next

SPECIAL ATTRACTION
At the Victoria Theatre

FOR TWO NIGHTS ONLY
AND ONE MATINEE
SEPTEMBER 29th and 30th
AT
POPULAR PRICES
PRESENTING
A COMPLETE
CHARLIE CHAPLIN
PROGRAMME
COMPOSED OF
The Following Chaplin Comedies

"PROPS" TWO PARTS, BY CHARLIE CHAPLIN
"CHARLIE THE TRAMP" TWO PARTS
"CAUGHT IN A CABARET"
TWO PARTS, BY CHARLIE CHAPLIN
"The Dishonor System"
BY CHARLIE CHAPLIN, TWO PARTS

SHOWING OCTOBER 1st and 2nd
TWO NIGHTS ONLY
Marie Daro in "OLIVER TWIST"
MATINEE SATURDAY, OCT. 4th, SHOWING
CHARLIE CHAPLIN PROGRAMME

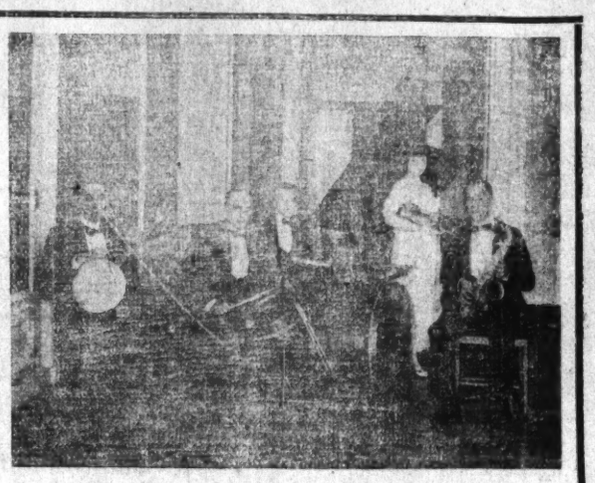
Amusements

5th Season **LYCEUM THEATRE** 5th Season

Mr. T. Daniel Frawley
PRESENTS
The Frawley Company
in repertoires of the latest London and New York successes.

Monday, September 29	BY SPECIAL REQUEST "SCANDAL"
Tuesday, September 30	BY SPECIAL REQUEST "TURN TO THE RIGHT"
Wednesday, October 1	BY SPECIAL REQUEST "LIGHTNIN'"
Thursday, October 2	BY SPECIAL REQUEST "THREE FACES EAST"

Prices $3, $2 and $1 Booking at Moutrie & Co.
N.B. The Curtain rises promptly at 9.15 p.m. 25169



ASTOR HOUSE HOTEL
Special Engagement of San Francisco's Famous
"JAZZ" ORCHESTRA
direct from Fred Solari's
under the direction
of
MR. FRED LYNCH

Until the opening of our regular Tea Dansants which will be announced later, we will hold daily concerts in the Hotel lounge from 5:00 p.m. to 7:00 and a
Special Dinner and Grand Ball on next Saturday night
October 4, 1919.
For reservations please apply to: Jacques Klass, Assistant Manager.
ASTOR HOUSE HOTEL

OLYMPIC THEATRE

To-night ! To-night !
AT 9.15 PROMPT.

D. W. GRIFFITH'S SUPREME TRIUMPH
Prices $2.00, $1.50, $1.00. Book at Moutrie's
MATINEE TODAY 3 P.M.

-:- GENERAL SHIPPING NEWS -:-

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kiangyung**, Captain W. McIlwain, will leave on Sunday night. For Freight or Passage apply to **C.M. S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Chungking**, Captain W. T. Robberts, will leave on **Sunday, September 28**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Kutwo**, 2,664 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunts Wharf on **Monday, September 29**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Str. **Kiangwah**, Captain J. McArthur, will leave on Monday night. For Freight or Passage apply to **C.M. S.N. Co.**

HANKOW & PORTS.—The Co.'s Str. **Yohyang Maru** Captain Y. Ikeda, will be despatched from N.K.K. Pootung Wharf on **Monday, September 29**, at about 12 o'clock (Midnight). For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No 5 The Bund.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Tuckwo**, 2,770 Tons, Captain Campbell, will sail for the above-mentioned ports from Hunt's Wharf on **Tuesday, September 30**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Tuesday, Sept. 30**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Siangyang Maru**, Captain J. A. Scott, will be despatched from N.Y.K. Mail Wharf on **Tuesday, September 30**, at about 12 o'clock midnight. For Freight & Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Wednesday, Oct. 1**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Co.'s Steamer **Tachang Maru**, Captain H. Asai, will be despatched from N.K.K. Pootung Wharf on **Thursday, October 2**, at about 12 o'clock midnight. For Freight and Passage, apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ichang**, Captain E. L. Jones, will leave from the French Bund on **Thursday, October 2**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Kiukiang**, Captain J. Peacock, will leave on **Friday, October 3**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. **Loongwo**, 3,925 Tons, Captain Findelson, will sail for the above-mentioned ports from Old Ningpo Wharf on **Friday, October 3**, about midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Freight Tel. C. 250, Passage Tel. C. 240.

HANKOW & PORTS.—The Co.'s Steamer **Tafoo Maru**, Captain H. Yamasita, will be despatched from N.K.K. Pootung Wharf on **Friday, October 3**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

For Southern Ports

HONGKONG & CANTON.—The Str. **Taishun**, Captain C. Westerland will leave on Sunday morning. For Freight or Passage apply to **C.M. S.N. Co.**

FOOCHOW.—The Str. **Hsinchi**, Captain J. Bowman, will leave on Sunday at noon. For Freight or Passage apply to **C.M.S.N. Co.**

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Scott R. N. R., will leave from the French Bund on Monday, Sept. 29, at 5:30 p.m. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

WENCHOW.—The Str. **Kwangchi**, Captain C. L. Crawford, will leave on Monday night. For Freight or Passage apply to **C.M. S.N. Co.**

NINGPO.—The Str. **Kiangteen**, Captain D. D. Ross, will leave on Tuesday afternoon at 4 p.m. For Freight or Passage, apply to **C.M. S.N. Co.**

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Shantung**, Captain Monkman, will leave from the French Bund direct for the above ports on Tuesday, September 30, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Str. **Sunning**, Captain W. Benson, will leave from the French Bund direct for the above ports on **Thursday, October 2**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Tean**, Captain A. J. Scott, will leave from the French Bund on **Saturday, October 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight. Tel. No. 77, Passage Tel. No. 401.

HONGKONG.—The Str. **Canada Maru**, Captain T. Nimoto, will be despatched from the Co.'s Yangtszepoo Wharf on **November 14**, at ——— The steam-launch conveying passengers on board will leave the Custom jetty at ——— For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

CHEFOO & NEWCHWANG.—The Str. **Kungping**, Captain C. Shepherd, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. C.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Tungchow**, Captain Harris, will leave from the French Bund on **Tuesday, September 30**, at 3 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

CHEFOO & TIENTSIN.—The Str. **Hsinming**, Captain H. Mackinon, will leave on Tuesday morning. For Freight or Passage apply to **C.M.S.N. Co.**

NEWCHWANG.—The China Navigation Co.'s Steamer **Wenchow**, Captain A. V. Harrison, will leave on Tuesday, **September 30**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE** Agents. Tel. No. 77.

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Thursday, October 2**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

VLADIVOSTOK.—The Steamer **Tangus**, Captain Krachmaleff, will leave on **October 4**. For Freight or Passage apply to **S. Heimann & Co.**, 19A Canton Road (Tel. No. Central 1604).

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Chekiang**, Catpain H. A. Walker, will leave on **Saturday, October 4**, at 10 a.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Tel. No. 77.

TSINGTAO.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from Watung Wharf on **Saturday, October 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN AND DAIREN via TSINGTAU.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **October 12**. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at ———m., on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund, Tel. No. 4234 & 4235.

List of Vessels Loading For Foreign Ports Will Be Found on Page 25

C. N. C.
CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.—Sailing from the French Bund at midnight (except Chungking which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers Wuchang and Chungking are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. Sulyang, Sunning, Sinkiang, Yingchow, Singan and Haifong.—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77. Agents, 21-22 French Bund.
Passage: Telephone Central 401.

P. & O., British India and Apcar Lines
(Companies incorporated in England)

FOR MARSEILLES AND LONDON
via HONGKONG, STRAITS, CEYLON, EGYPT
S.S. "KHIVA" leaving about 25th October
S.S. "NOVARA" leaving about 3rd December
FOR BOMBAY via STRAITS AND COLOMBO
S.S. "DILWARA" Calls at Woosung 1st October to take passengers
FOR CALCUTTA via JAPAN
S.S. "JAPAN" leaving about 28th September

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Wireless Telegraphy fitted on all steamers.
All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be altered or cancelled without notice.
For particulars regarding Freight or Passage, apply to
MACKINNON, MACKENZIE & CO.
AGENTS
24 The Bund, Shanghai
Telephones: Central 169 & 2069

C P O S

TRANS-PACIFIC TRANS-ATLANTIC
PROPOSED SAILINGS
Shanghai to Vancouver

Empress of Asia (From Yokohama)	Oct. 11	Empress of Russia	Nov. 1
Empress of Japan	Oct. 19	Empress of Asia	Nov. 29
Monteagle	Oct. 22	Empress of Japan	Dec. 14

The latest steamer Shanghai to Yokohama, to make connection with the Empress of Asia from that port Oct. 11th is the French Mail S.S. "Paul Lecat" Oct. 3rd.

Shanghai to Manila and Hongkong		Shanghai to Hongkong direct	
Empress of Russia	Oct. 17	Empress of Japan	Oct. 7
Empress of Asia	Nov. 14	Monteagle	Oct. 9

For Bills of Lading, Freight Rates, etc. apply to:
P. A. COX, Agent
Cor. Peking and Yuen Ming Yuen Roads, Shanghai.
Tel: Central 181

For Reservations and Passage Tickets, etc. apply to:
G. M. JACKSON, General Agent.
Passenger Department, Palace Hotel, 19 The Bund, Shanghai.
Tel: Central 182

CANADIAN PACIFIC OCEAN SERVICES

O. S. K.
OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
(Subject to Alteration)
SAILINGS FROM SHANGHAI

FOR LONDON (Via Hongkong, Singapore, Colombo, Portsaid, Marseille, Antwerp and Rotterdam.

	Tons	Capt.		
*CELEBES MARU	18,000	T. Konishi,	Nov. 1	Nov. 3
*ALPS MARU	18,000	T. Yamaguchi,	Middle of Nov.	

FOR GENOA and MARSEILLES.

	Tons	Capt.	Arrive	Leave.
*JAVA MARU	15,000	J. Kurimura,	Oct. 2	Oct. 6

FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.
In connection with the Chicago, Milwaukee and St. Paul Ry.

	Tons	Capt.	Arrive	Leave.
*MANILA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20

FOR HONGKONG

	Tons	Capt.	Arrive	Leave,
CANADA MARU	18,000	S. Kobayashi,	Oct. 19	Oct. 20

FOR NORTH CHINA PORTS (Tientsin and Dairen).

	Tons	Capt.		
KEELUNG MARU	3,000	Y. Fukami,	Oct. 10	Oct. 12

FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).

	Tons	Capt.	Arrive	Leave.
KOHOKU MARU	5,000	M. Tsubaki	Oct. 7	Oct. 9

*Fully booked for passage.

The Company also runs numerous steamers from Japan to South America, South Africa, Austria, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

O.S.K. Yangtszepoo Wharf, Wayside
Tel. Nos. East 208 and 209
Tel. Address: SHOSEN, Shanghai.

OSAKA SHOSEN KAISHA
Union Building, 4 The Bund
Tel. Nos. C. 4233, 4234 and 4235.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.
TRANS - PACIFIC FREIGHT SERVICE

HONGKONG
S.S. "OLEN" ..... SEPT. 29th

SEATTLE
S.S. "CITY OF SPOKANE" ..... About OCT. 6th
S.S. "SEATTLE SPIRIT" ..... " NOV. 1st
S.S. "WHEATLAND OF MONTANA" ..... " NOV. 14th

PORTLAND
S.S. "HARTLAND" ..... About NOV. 16th
S.S. "NISHMAHA" ..... " DEC. 4th

Through Bills of Lading issued to all United States and Canadian Overland Points.

FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
53 SZECHUEN ROAD.
JOHN J. GORMAN, GENERAL AGENT
FRED C. CHARMAN, AGENT.
Telegraphic Address—ADMIRALINE.
Telephone, Central 1471

JAMES MAGILL & Co.
Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
SHIPPING AND FORWARDING AGENTS.
Telephone 1848 83, Szechuen Road

PACIFIC MAIL S.S. CO
AMERICAN STEAMERS
TRANS-PACIFIC SERVICE
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Ecuador	Oct. 11	S.S. Colombia	Oct. 18
S.S. Colombia	Nov. 8	S.S. Venezuela	Nov. 15
S.S. Venezuela	Dec. 5		

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

CARGO STEAMERS
"West Conob" "West Vaca" "Archer"
"West Sequana" "West Inskip" "West Caddoa"
"West Kador" "West Neris"

EAST INDIA SERVICE
SAILINGS FROM MANILA (Subject to Change)

For Saigon, Singapore, Calcutta and Colombo		For San Francisco via Honolulu	
S.S. Colusa	Middle Oct	S.S. Santa Cruz	Middle Oct.

PANAMA SERVICE
Regular Sailings from San Francisco
MEXICO—CENTRAL AMERICA—PANAMA
BALTIMORE SERVICE
Sailings from San Francisco via
Central America, Panama Canal, Puerto Colombia and Havana
PACIFIC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Address "Solano"

T.K.K.
SHANGHAI BRANCH OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP CO.)
Imperial Japanese and U.S.M. Line to San Francisco from Shanghai, via Nagasaki, Kobe, Yokohama and Honolulu.
SEMI-TROPICAL ROUTE.
PROPOSED SAILINGS FROM SHANGHAI.
FOR SAN FRANCISCO
SHINYO MARU ..... Oct. 31
FOR HONGKONG

All steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Launary, Children's Nursery, Ladies' Lounge, and all other modern improvement for safety and comfort. String Orchestra, Moving Picture Performance Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed to all ports of call. Interchangeable with steamers of the PACIFIC MAIL STEAMSHIP COMPANY, and CANADIAN PACIFIC OCEAN SERVICES, LD.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the purser.

T. N. ALEXANDER, Manager,
North China Insurance Co.'s Buildings.
Telephone No. 3229. Entrance 71 Szechuen Road.

STRUTHERS AND DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A.; Shanghai, China; Manila, P.I.; Kobe, Japan and Hongkong.

Operating the following Far Eastern services for account of the United States Shipping Board:

U.S.A. PACIFIC COAST—JAPAN, CHINA, AND PHILIPPINES.

S.S. STANLEY	S.S. "WEST CACTUS"
9,600 tons	8,800 tons
due Shanghai Oct. 1.	due Shanghai Oct. 14.
S.S. "WEST EGOVIA"	S.S. "WEST ISLIP"
8,800 tons	8,800 tons
due at Shanghai Oct. 14	due Shanghai Oct. 15.

also
"WEST CAJOOT," "WEST HELIX"
S.S. "WESTERN GLEN," "WEST IBIS," "WEST CADDO,"
"WEST HENSHAW," "DUEL" and "ELKRIDGE"
arrivals to be announced later.

Through rates quoted and through B/L's issued to all overland points in U.S. and Canada.

SHANGHAI OFFICE: No. 7 JINKEE ROAD.
Tel. No. Central 2557.
L. EVERETT, Vice-President J. S. EMENS, Agent.

CHINA MAIL S.S. CO., LTD.
THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND "CHINA" (10,200 TONS)
(SUBJECT TO CHANGE)
SAILINGS FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

S.S. "NILE" ..... OCT. 14th
S.S. "NANKING" ..... NOV. 4th
S.S. "CHINA" ..... NOV. 25th
*S.S. "NANKING" does not call at NAGASAKI

FOR HONGKONG DIRECT
S.S. "NANKING" ..... OCT. 21st
S.S. "CHINA" ..... NOV. 10th
S.S. "NILE" ..... DEC. 6th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
J. P. WILLIAMS, AGENT.
CORNER SZECHCEN & KIUKIANG ROADS
PHONE CENTRAL 4773 Cable Address: "CHIMAIL

SHIPPING

N. Y. K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsaid, Marseilles and England:

	Tons		
SHIDZUOKA MARU	12,500	Capt. R. Ozaki,	Oct. 13
KAGA MARU	12,500	Capt. N. Segawa,	Oct. 27

AMERICAN LINE

via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

KATORI MARU	19,000	Capt. E. Tozawa,	Oct. 23

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

YAMASHIRO MARU	7,000	Capt. Y. Nakajima,	Sept. 30
CHIKUGO MARU	5,500	Capt. N. Narui,	Oct. 3
KASUGA MARU	7,000	Capt. E. Takahachi,	Oct. 10

SHANGHAI, NAGASAKI and KOBE

MOJI, KOBE AND OSAKA LINE

WAKANOURA MARU.	5,500	Capt. S. Fujimura,	Oct. 2
KUMANO MARU	9,500	Capt. T. Sasaki,	Oct. 4
TAKESHIMA MARU	4,500	Capt. D. Awoshima,	Oct. 8
YAWATA MARU	7,000	Capt. H. Nojiri,	Oct. 11

FOR JAPAN

YOKOHAMA MARU	12,500	Capt. K. Okamoto,	Oct. 6

FOR HONGKONG

KATORI MARU	19,000	Capt. E. Tozawa,	Sept. 29

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidzu,	Oct. 14

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

NIKKO MARU	16,000	Capt. G. Yamazaki,	Oct. 22
AKI MARU	12,500	Capt. S. Shibata,	Nov. 19
TANGO MARU	14,000	Capt. M. Nishimura,	Dec. 24

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

March 15th, 1919, and until further notice

Mail 101.	Mail 8.		Miles	Peking-Mukden Line		Mail 4.
20.35	8 25		0	dep. Peking arr.		19 50
23.45	11.12			arr. Tientsin-Central dep.		17 40
23.5	11.17		84	dep. Tientsin-Central arr.		16.53
24 00	11.25			arr. Tientsin-East dep		16.45
19 35			524	arr. Mukden dep.		
Local 5.	**Mail 3.**	**Exp. 1.**		**Tientsin-Pukow Line**	**Exp. 2.**	**Mail 4.**	**Local 6.**
6.45	9 45	11.30	0	dep. Tientsin-East arr.	17.05	15.45	2.15
6.55	9.55	11 40	2.71	arr. Tientsin-Central dep.	16 55	15. 5	20.05
7.25	10 15	11 55		dep. Tientsin-Central arr.	16 31	15 2	19.41
13.02	16. 0	15.3	78	dep. Tsaogchow dep.	13 05	1 28	15.22
16 40	19 20	18.08	148	dep. Tsehow dep.	10.39	8 47	11 56
19 57	22.12	20.21	—	arr. Tsinanfu dep.	8.06	6 00	8.30
7.	:2		220	:			8.
6.00	22 25	20 31	—	dep. Tsinanfu arr.	7. 6	5.40	9.02
9 27	1.00	22.31	266	dep. Tsinanfu dep.	6.01	3.25	16.24
12.27	3 47	0 38	318	arr. Yenchowfu dep.	3 49	0 40	13.01
12.47	4 02	0 48		dep. Yenchowfu arr.	3.39	0.02	12 8
16.30	6.55	3.16	377	dep. Linch ng dep	1.20	21 24	9.26
19 02	8.45	4.50	—	arr. Hsuchowfu dep.	23.36	19.20	6.30
9.	:		420	:			0.
5.40	9 00	4 57	—	dep. Hsuchowfu arr.	23 29	19.00	20.50
11 26	13.02	8 38	528	arr. Pengpu dep.	19 53	14.55	15.26
11.51	13 20	8 40		dep. Pengpu arr.	19 46	4.35	14.02
18.27	17.38	11 52	600	dep. Chuchow dep.	16 4	10.50	8. 7
20.08	18.55	13.00	631	arr. Pukow dep.	15.30	9 20	6 40
	N. Exp.	Exp.		Shanghai-Nanking Line	Exp.	N. Exp.
	23.00	14.20	0	dep. Nanking-Ferry arr.	14.15	6.50
	7.00	21.00	193	arr. Shanghai-North dep	7.55	23.00

Yenchowfu-Tsiningchow Branch Line					Lincheng-Tsochwang Branch Line					
13.10	4.10	d. Yenchowfu a.	12 08	23.53	21.30	16 40	9.30	d. Lincheng a.	6 28	15 50	21.00
14.03	5.05	a. Tsiningchow d.	11 15	23.00	22.40	17.50	10.40	a. Tsochwang d.	5.15	14.40	19.50

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

The T. P. L. Express Trains are provided with 1st and 2nd class Sleeping, Dining accommodations and 3rd class cars only for 3rd class Through Passengers and servants accompanying 1st and 2nd class passengers.

Passengers travelling on the T. P. L. Express Trains must hold Express Extra Tickets in addition to passenger tickets. Application for Sleeping Accommodation should be made at the earliest possible moment to the Traffic Manager at Tientsin, or to the Traffic Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order
THE TRAFFIC MANAGER.

Tientsin, March, 1919.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before 5 p.m. on Friday

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, SEPTEMBER 28, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
H'kong, Straits, S. Ports and Europe via Suez	Atsuta Maru	15.30	..	..	..	..	15.00
River Ports	Train & str.	22.00	..	..	..	..	22.00
Europe via Hongkong	Atsuta Maru	..	..	..	..	16.00	15.30
Tomorrow.							
France, etc.	*Porthos						
Hongkong and Canton	Shantung	22.00	..	..	..	..	22.00
Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Yamashiro M.	19.00	..	..	..	..	18.30
H'kong & Europe via Suez	Porthos	8.30	..	..	..	..	8.00
H'kong, S. Ports, Straits, Ceylon, India and Europe, via Suez	do	..	48.30	..	..	..	..
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
Hongkong	Katori Maru	..	10.30	..	..	..	..
Japan Ports	Yamashiro M.	..	17.00	..	..	..	..
Chefoo	Hsinming	22.00	..	..	..	..	22.00
Wenchow	Kwangchi	22.00	..	..	..	..	22.00
Hongkong and Canton	Katori Maru	10.00	..	..	..	..	9.30
Hongkong	..	..	..	..	..	11.00	10.30
Japan & America, via N'saki	Yamashiro M.	..	..	..	..	‡20.00	19.30
Vstock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	Train	..	17.00	..	..	..	..
Vladivostok	Train	..	17.00	..	..	..	..
Tuesday, September 30.							
Weihaiwei and Chefoo	Tungchow	14.00	..	..	..	..	13.30
Weihaiwei, Chefoo & Tientsin	do	..	14.00	..	..	..	..
Swatow, Hongkong & Canton	Hangsang	22.00	..	..	..	..	22.00
H'kong, S. Ports, Straits, Ceylon, India and Europe via Suez	Dilwara	..	c17.00	..	..	..	17.00
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	22.00	..	..	..	..	22.00
H'kong, Straits, S. Ports, & Europe via Suez	Dilwara	17.00	..	..	..	..	16.30
Swatow and Hongkong	Hangsang	..	17.00	..	..	..	..
Wednesday, October 1.							
Amoy, Hongkong & Canton	Sunning	22.00	..	..	..	..	22.00
Amoy and Hongkong	do	..	17.00	..	..	..	..
Japan Ports	Penza	12.00	..	..	..	..	11.30
Vladivostok	do	..	13.00	..	..	..	12.30
Thursday, October 2.							
Weihaiwei, Chefoo & Tientsin	Shengking	..	9.00	..	..	..	..
Weihaiwei and Chefoo	do	9.00	..	..	..	..	8.30
Friday, October 3.							
N'saki, Kobe, Y'hama, Canada, USA & Europe, via Canada	‡Kumano M.	..	17.00	..	..	..	17.00
Sunday, October 5.							
Weihaiwei, Chefoo & Tientsin	Kingsing	..	9.00	..	..	..	..

*Ordinary mails will close at the French Post Office at 9:30 a.m., registered articles at 9:00 a.m. and parcel posts at noon on September 26.

‡Connects with the s.s. Empress of Asia at Yokohama.

† Parcels only.
A Registered articles at 5 p.m. on Saturday, the 27th.
B Letters and boxes with declared value 7.30; parcel post 5 p.m.
C Parcels at 5 p.m.
E Registered articles 5 p.m. on previous day.
and money orders 4 p.m.

The Chinese Post office will close two mails daily for Tsingtao, Tientsin, Peking, etc.
a.—at 21 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 46 minutes later than those closed for the previous night's train.

Information For Mariners

SUNDAY, SEPTEMBER 28

High Water at Woosung Bar

(The evening tides are higher than the morning tides, they are about equal at noon and midnight).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7 1/2 h.

A.M. Time H M	A.M. Range Ft. In.	P.M. Time H M	P.M. Range Ft. In.
2 10	7 9	2 26	9 1

High Water at Tungsha Lightship

(The evening tides are higher than the morning tides).
Approximate rise, 5 1/2 h; approximate fall, 7 h.

A.M. H M	P.M. H M
1 13	1 29

Time of Moonrise, Moonset, Sunrise, Sunset

Moon Rises H M	Moon Sets H M	Sun Rises H M	Sun Sets H M	Daylight H M	Dark H M
9 20	20 8	5 51	5 51	5 6	6 36

(China Coast Time Used; Shanghai time is one hour ahead).

Mean Barometric Pressure at Shanghai
For September 29.90 in.
759.6 mm.

Vessels Loading

For Foreign Ports

GENOA & MARSEILLES.—The Steamer **Java Maru**, Captain J. Kurimura, will be despatched from the Co.'s No. 9 Buoy on Oct. 6. For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TACOMA & SEATTLE CALLING at VICTORIA B. C. NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The O.S.K. Str. **Manila Maru**, Capt. S. Kobayashi, will be despatched on **October 20.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

LONDON via HONGKONG, SINGAPORE, COLOMBO PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Celebes Maru**, Captain T. Konishi, will be despatched from the Co.'s No. 9 Buoy Wharf on **November 3.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4 The Bund. Tel. Central No. 4234 & 4235.

LONDON, Via HONGKONG, SINGAPORE, COLOMBO, PORTSAID, MARSEILLES, ANTWERP & ROTTERDAM.—The Steamer **Alps Maru**, Captain T. Yamaguchi, will be despatched from the Co.'s No. 9 Buoy or about middle **Nov.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 and 4235.

Launch Services

TODAY

The tender conveying passengers and mails on board the N.Y.K. s.s. Atsuta Maru will leave the Customs Jetty at 5 p.m.

TOMORROW

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Porthos will leave the M.M. Jetty, French Bund, at 1:30 p.m.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 3 p.m.

Wednesday, October 1, 1919.

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 3 p.m.

Friday, October 3, 1919.

The tender conveying passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 9 p.m.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
———	—	San Francisco	West Vaca	Am.	P.M.S.S. Co,
———	—	San Francisco	Tancred	Am.	R. D. Co.
Sep.	30 —	New York	Bolton Castle	Br.	D. & Co.
Oct.	— —	San Francisco	Stanley Dollar	Br.	R. D. & Co.
Oct.	— —	San Francisco	Cadareita	Am.	R.D. Co.
Oct.	— —	San Francisco	West Harth	Am.	R. D. Co.
Oct.	6 —	New York via Panama	Eurymedon	Br.	B. & S.
Oct.	6 —	Seattle	C. of Spokane	Am.	A. Line
Oct.	10 —	San Francisco	West Hepburn	Am.	R.D. Co.
Oct.	11 —	San Francisco	Ecuador	Am.	P.M.S.S. Co.
Oct.	13 —	Portland	Waban	Am.	A. Line
			E. of Japan	Br.	C.P.O.S.
			Nile	Am.	C.M.S.S. Co.
			Monteagle	Br.	C.P.O.S.
			Katori Maru	Jap.	N.Y.K.
			Lowther Castle	Br.	D. & Co.
			Bessie Dollar	Br.	R. D. & Co.
			Shinyo Maru	Jap.	T.K.K.
			E. of Russia	Br.	C.P.O.S.
			Seattle Spirit	Am.	A. Line
			Nanking	Am.	C.M.S.S. Co.
			Colombia	Am.	P.M.S.S. Co
			W. of Montana	Am.	A Line
			Hartland	Am.	A Line
			China	Am.	C.M.S.S. Co.
			E. of Asia	Br.	C.P.O.S.
			Eurylochus	Br.	B. & S.
			C. of Newcastle	Br.	B. & S.
			Slavic Prince	Br.	B. & S.
			West Munham	Am.	A. Line
			Nishmaha	Am.	A Line
			Venezuela	Am.	P.M.S.S. Co.
			E. of Japan	Br.	C.P.O.S.
			Grace Dollar	Br.	R. D. Co.

FOR NORTHERN PORTS

		Kobe	Yamashiro Maru	Jap.	N. Y. K.
		Moji, Kobe and Osaka	Wakanoura Maru	Jap.	N.Y.K.
			Paul Lecat	Fr.	M.M. Cie
			Chikugo Maru	Jap.	N.Y.K.
			Kumano Maru	Jap.	N. Y. K.
Oct.	6 —	Kobe	Yokohama Maru	Jap.	N. Y. K.
Oct.	8 —	Moji, Kobe and Osaka	Takeshima Maru	Jap.	N. Y. K.
Oct.	10 —	N'saki, Kobe, Y'hama	Kasuga Maru	Jap.	N.Y.K.
Oct.	11 —	Moji, Kobe, Osaka	Yawata Maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

	— —	London	Kentucky	Am.	J.M. & Co.
	— —	London, etc.	Pyrrhus	Br.	B. & S.
Sep.	28 —	Calcutta	Japan	Br.	M.M. & Co.
Sep.	29 —	Marseilles	Porthos	Fr.	M.M. Cie
Sep.	29 —	London	Atsuta Maru	Jap.	N. Y. K.
Oct.	1 —	Bombay	Dilwara	Br.	M. M. Co.
Oct.	3 —	London, etc.	Titan	Br.	B. & S.
Oct.	6 —	Genoa and Marseilles	Java Maru	Jap.	O.S.K.
Oct.	9 —	Liverpool	Alcinous	Br.	B. & S.
Oct.	10 —	Marseilles, etc.	Cape Town M.	Jap.	M.M. Cie.
Oct.	13 —	London	Shidzuoka Maru	Jap.	N.Y.K.
Oct.	15 —	London	Carnarvonshire	Br.	B. & S.
Oct.	15 —	London	Peleus	Br.	B. & S.
Oct.	25 —	London	Khiva	Br.	P.&O.S.N. Co.
Nov.	— —	Trieste	Nippon	Dut.	D. & Co.
Nov.	1 —	Liverpool	Lycaon	Br.	B. & S.
Nov.	6 —	London	Mentor	Br.	B. & S.
Nov.	7 —	London	Novara	Br.	P.&O.S.N. Co.
———	— —	London	C. of Melbourne	Br.	J. M. & Co.

FOR SOUTHERN PORTS

Sep.	28 —	Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Sep.	28 —	Hongkong and Canton	Taishun	Chi.	C.M.S.N. Co.
Sep.	29 5.30	Ningpo	Hsin Peking	Br.	B. & S.
Sep.	29 4.30	Ningpo	Hsin Ningshao	Chi.	N.S.S.N. Co.
Sep.	29 —	Hongkong	Olen	Am.	A Line
Sep.	29 M.N.	Wenchow	Kwangchi	Chi.	C.M.S.N. Co.
Sep.	30 4.00	Ningpo	Klangteen	Chi.	C.M.S.N. Co.
Sep.	30 D.L.	Hongkong & Canton	Shantung	Br.	B. & S.
Oct.	1 8.00*	S'tow, H'kong, C'ton	Hangsang	Br.	J. M. & Co.
Oct.	2 D.L.	Amoy, H'kong, C'ton	Sunning	Br.	B. & S.
Oct.	7 —	Hongkong	E. of Japan	Br.	C.P.O.S.
Oct.	9 —	Hongkong	Monteagle	Br.	C.P.O.S.
Oct.	4 D.L.	S'tow, H'kong, C'ton	Tean	Br.	B. & S.

FOR NORTHERN PORTS

Sep.	28 —	Chefoo and Newchwang	Kungping	Chi.	C.M.S.N. Co.
Sep.	30 3.00	W'wei, C'foo, T'tsin	Tungchow	Br.	B. & S.
Sep.	29 3.00	Vladivostok	Penza	Rus.	R.V.F.
Sep.	30 —	Chefoo and Tientsin	Hsinming	Chi.	C.M.S.N. Co.
Sep.	30 D.L.	Newchwang	Wenchow	Br.	B. & S.
Oct.	1 4:00	Dairen	Sakaki Maru	Jap.	S.M.R.
Oct.	2 10.00*	W'wei, C'foo, T'tsin	Shengking	Br.	B. & S.
Oct.	3 —	Vladivostok	Nancy Moller	Br.	M. & Co.
Oct.	4 5.00*	Dairen and Tsingtau	Kobe Maru	Jap.	S.M.R.
Oct.	4 —	Vladivostok	Tungus	Rus.	S.H. & Co.
Oct.	4 D.L.	Tsingtau	Chenan	Br.	B. & S.
Oct.	4 10.00*	W'wei, C'foo, T'tsin	Chekiang	Br.	B. & S.
Oct.	5 10.00*	W'wei, C'foo, T'tsin	Kingsing	Br.	J.M. & Co.

FOR RIVER PORTS

Sep.	28 D.L.	Hankow, etc.	Chungking	Br.	B. & S.
Sep.	28 M.N.	Hankow, etc.	Kiangyung	Chi.	C.M.S.N. Co
Sep.	29 M.N.	Hankow, etc.	Kutwo	Br.	J.M. & Co.
Sep.	29 M.N.	Hankow, etc.	Kiangwah	Chi.	C.M.S.N. Co.
Sep.	29 M.N.	Hankow, etc.	Yohyang Maru	Jap.	N. K. K.
Sep.	30 M.N.	Hankow, etc.	Poyang	Jap.	N. K. K.
Sep.	30 M.N.	Hankow, etc.	Shangyang Maru	Br.	B. & S.
Sep.	30 M.N.	Hankow, etc.	Hsinfung	Chi.	C.M.S.N. Co.
Sep.	30 M.N.	Hankow, etc.	Tuckwo	Br.	J.M. & Co.
Oct.	1 M.N.	Hankow, etc.	Woosung	Br.	B. & S.
Oct.	1 M.N.	Hankow, etc.	Klangfoo	Chi.	C.M.S.N. Co.
Oct.	2 M.N.	Hankow, etc.	Klanghsin	Chi.	C.M.S.N. Co.
Oct.	2 M.N.	Hankow, etc.	Ichang	Br.	B. & S.
Oct.	3 M.N.	Hankow, etc.	Kiukiang	Br.	B. & S.
Oct.	3 M.N.	Hankow, etc.	Loongwo	Br.	J.M. & Co.

*A.M. M.N.—MIDNIGHT. D.L.—DAYLIGHT.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
		Ralph Moller	Br.	M. & Co.
Aug. 10 —	River ports	Yei Maru	Jap.	M.S.K.
Aug. 10 —	Tsingtau	Taiten Maru	Jap.	
Aug. 17 —	.....	Shinon	Chi.	S.P.S.N. Co.
Aug. 26 —		Chinpu	Am.	
Aug. 29 —	Japan	Hanamet	Chi.	Customs
Aug. 29 —	Cruise	Likin	Jap.	S. Shokai
Sep. 8 —	Japan	Fuyo Maru	Dan.	G. N. T. Co.
Sep. 9 —	Cruise	Pacific	Chi.	C.M.S.N. Co
Sep. 10 —	Tientsin	Hsintah	Chi.	C.M.S.N. Co.
Sep. 11 —	River ports	Kweilee	Chi.	T.Y.S.S. Co.
Sep. 12 —	Chinwangtao	Shunchong	Br.	B. & S.
Sep. 13 —	Swatow	Shansi	Fr.	M.M. Cie
Sep. 17 —		Batavia	Chi.	S.P.S.N. Co.
Sep. 17 —	Hongkong	Wanli	Jap.	O. S. K.
Sep. 18 —	Japan	Seattle Maru	Br.	Ch. R. Shaw
Sep. 20 —	Chinwangtao	Rotorua	Am.	P.M.S.S. Co.
Sep. 20 —	Manila	West Vaca	Jap.	S. Shokai
Sep. 21 —	Japan	Senzan Maru	Chi.	W. & C.
Sep. 21 —	Foochow	Hunglee	Chi.	C.M.S.N. Co.
Sep. 22 —	Chefoo	Kungping	Chi.	M. & Co.
Sep. 23 —	Hongkong	Yueyingwa	Chi.	C.M.S.N. Co.
Sep. 24 —	Chinwangtao	Yushun	Br.	B. & S.
Sep. 24 —	Liverpool	Yangtsze	Br.	M.M. & Co.
Sep. 24 —	Calcutta	Japan	Br.	R. D. & Co.
Sep. 24 —	Vancouver	Bessie Dollar	Chi.	H. Y. P.
Sep. 24 —	Hankow	Hanping	Chi.	C.M.S.N. Co.
Sep. 25 —	Hongkong	Ta'shun	Chi.	C.M.S.N. Co.
Sep. 25 —	Foochow	Hsinchi	Chi.	Customs
Sep. 25 —	Cruise	Pingching	Dan.	G.N.T. Co.
Sep. 25 —	Cruise	Store Nordiske	Jap.	
Sep. 26 —	Japan	Ichi Maru	Fr.	M. M. Cie.
Sep. 26 —	Japan	Porthos	Br.	C.I. & E.L. Co.
Sep. 26 —	River ports	Tscangtah	Br.	B. & S.
Sep. 26 —	River ports	Chungking	Br.	A.P. Co.
Sep. 26 —	Newchwang	J. B. A. Kessler	Br.	B. & S.
Sep. 26 —	Tientsin, ports	Tungchow	Jap.	O. S. K.
Sep. 26 —	Dalny	Keelung M.	Jap.	S. Shokai
Sep. 26 —	Japan	Yenoura Maru	Br.	
Sep. 26 —		Minéric	Chi.	
Sep. 26 —		Chihsing	Jap.	N. Y. K.
Sep. 27 —	Japan	Yamashiro M.	Br.	B. & S.
Sep. 27 —	Hongkong	Soantung	Chi.	C.M.S.N. Co.
Sep. 27 —	Foochow	Hasan	Chi.	N.S.S.N. Co.
Sep. 27 —	Foochow	Yangshin	Br.	J.M. & Co.
Sep. 27 —	River ports	Kutwo	Chi.	C.M.S.N. Co.
Sep. 27 —	River ports	Kiangwah	Jap.	N. Y. K.
Sep. 27 —	Japan	Atsuta Maru	Jap.	
Sep. 27 —	Japan	Dalnichizan M.	Jap.	
Sep. 27 —	Nanking	Nagasaki Maru	Chi.	C.M.S.N. Co.
Sep. 27 —	Tientsin, ports	Hsinkong	Jap.	
Sep. 27 —	Japan	Dozan Maru		

BENJAMIN AND POTTS SHARE LIST

Yesterday's Prices

STOCK	Closing Quotations
Banks	
H. K. and S. B. ..	$585
Chartered	£80 CNI
Russo-Asiatic	Tls. 250
Marine Insurances	
Canton	$440 B.
North China	$205
Union of Canton ...	Hk. 215 B.
Yangtsze	Tls. 270
Far Eastern Ins. Co., Ltd.	$22½ S.
Fire Insurances	
China Fire	$138
Hongkong Fire	$345 B.
Shipping	
Indo-China Def	$185
Indo-China Pref....	$32
"Shell"	175/— B.
Shanghai Tug (o) ..	Tls. 41
Shanghai Tug (f) ...	Tls. 37 B.
Mining	
Kaiping	Tls. 12½ B.
Oriental Cons	25/—
Raub	$2.10 B.
Docks	
Hongkong Dock	$181½ S.
Shanghai Dock	Tls. 115 B.
New Eng. Works ...	Tls. 28½
Wharves	
Shanghai Wharf ...	Tls. 110 B.
Hongkong Wharf ...	Tls. 120 S.
Lands and Hotels	
Anglo-French Land ..	Tls. 72
China Land	Tls. 60
Shanghai Land	Tls. 62½ B.
Weihaiwei Land	Tls. 5
Shanghai Hotels Ltd.	Tls. 18
China Realty (ord.)	Tls. 65
China Realty (pref.)	Tls. 80
Cotton Mills	
E-wo	Tls. 375 B.
E-wo Pref	Tls. 90
Laou-kung-mow	Tls. 250
Oriental	Tls. 120 B.
Shanghai Cotton ..	Tls. 240 B.
Kungyik	Tls. 32
Yangtszepoo	Tls. 17½ B.
Yangtszepoo Pref. ...	Tls. 83
Industrials	
Butler Tiles	Tls. 25
China Sugar	$180 B.
Green Island	$8.10 B.
Langkats ..... Tls.	Tls. 20½ S.
Major Bros	Tls. 5
Shanghai Sumatra ...	Tls. 120
Stores	
Hall and Holts	Tls. 12½ B.
Llewellyn	$30
Lane, Crawford	Tls. 90 B.
Moutrie	$32
Watson	$5¾ B.
Weeks	$11¼
Rubbers (Local)	
Alma	Tls. 7 B.
Amherst	Tls. 0.50
Anglo-Java	Tls. 9½ B.
Anglo-Dutch	Tls. 3
Ayer Tawah	Tls. 22 B.
Batu Anam 1918 ..	Tls. 0.70 B.
Bukit Toh Alang	Tls. 2 B.
Bute	Tls. 0.60
Chemor United	Tls. 0.75 B.
Chempedak	Tls. 7
Cheng	Tls. 1¾ B.
Consolidated	Tls. 2⅛ B.
Dominion	Tls. 6¾ S.
Gula Kalumpong ...	Tls. 6 B.
Java Consolidated ..	Tls. 14½ S.
Kamunting	Tls. 5 S.
Kapala	Tls. 0.30 B.
Kapayang	Tls. 12 B.
Karan	Tls. 8.10
Kota Bahroe	Tls. 4½ B.
Kroewoek Java	Tls. 11 B.
Padang	Tls. 8.80
Pengkalan Durian ..	Tls. 4 B.
Permata	Tls. 1½ B.
Repah	Tls. 0.82½
Samagaga	Tls. 0.75 B.
Seekee	Tls. 1 B.
Semambu	Tls. 0.90 B.
Senawang	Tls. 8
Shanghai Klebang ..	Tls. 0.55 B.
Shanghai Malay	Tls. 6
S'hai Malay pref.	Tls. 8½ B.
Shanghai Pahang ...	Tls. 1½
Sungala	Tls. 0.50 B.
Sungei Duri	Tls. 7¾ B.
Sua Manggis	Tls. 3 B.
S'hai Kalantan	Tls. 0.50
Shanghai Seremban ..	Tls. 60
Taiping	Tls. 1
Tanah Merah	Tls. 0.57½
Tebong	Tls. 16
Ulobri	Tls. 21
Ziangbe	Tls. 4¾ B.
Miscellaneous	
C. I and E. Lumber..	Tls. 350 S.
Culty Dairy	Tls. 13
S'hai Elec. and Ash...	$2
Shanghai Trams	Tls. 75
Shanghai Gas	Tls. 19
Horse Bazaar	Tls. 22
Shanghai Mercury ...	Tls. 25
Shanghai Telephone.	Tls. 74½
S'hai Waterworks ...	Tls. 163¾

S. Sellers. Sa. Sales. B. Buyers.

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Mail Notices

MAILS CLOSE

For U.S., Canada and Europe:
Per P.M. s.s. Ecuador .... Oct. 11

For Europe
Per M.M. s.s. Porthos .... Sep. 29
Per P. & O. s.s. Dilwara .. Sep. 30

For Japan
Per N.Y.K. s.s. Y'shiro M. Sep. 29

MAILS DUE

From U.S. and Canada
Per N.Y.K. s.s. Katori M. Sep. 28

From France
Per M.M. s.s. Paul Lecat. Oct. 2

Business and Official Notices

AUCTION INDEX

MONDAY, September 29th.—At 462 Avenue Joffre, Superior Household Furniture, etc. at 10 a.m.

TUESDAY, September 30th.—Superior Household Furniture and Sundries at 45 Sinza Road at 10 a.m.

MONDAY, October 6th.—Superior Household Furniture and Accessories at 67 Route Vallon at 10 a.m.

TUESDAY, October 7th. A fine selection of New Brussels, Axminster, Velvet Pile and Tapestry Carpets in Salesroom.

MONDAY, October 27th. A very fine collection of Chinese Curios in Salesroom.

MONDAY, November 17th. Excellent Household Furniture and Effects, at 99 Bubbling Well Road.

MANAGER WANTED

For a new business in Shanghai that offers an exceptional opportunity.

We want a man familiar with business conditions in China, with experience in accounting. Must be prepared to invest from Taels 5,000 to Taels 10,000 in stock of local corporation which will give him a substantial interest in the company.

Strict confidence will be observed in dealing with inquiries.

This is an excellent opportunity for the right man who wants to get into business for himself.

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PILES

Prickly Heat, Eczema, and all Skin Troubles.

LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw out the heat from the inflamed tissues and effects a permanent cure.

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Shanghai Dispensary

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Sole Proprietors:

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New stock has now arrived

THE NATURAL MILK FOOD

LACTOGEN

FOR Children and Invalids

For Infants.—Lactogen is the safest and most satisfactory substitute for Mothers' Milk with which it is identical in composition, nutrition and digestibility.

For Invalids.—Lactogen is so pure, so nourishing, and so easily digested that it always gives satisfaction.

For Growing Boys and Girls.—Lactogen is an invaluable food.

SOLD BY ALL CHEMISTS AND STOREKEEPERS.

In ¼lb., 1 lb. and 3 lbs. tins.

Geddes & Co., Ltd.

Agents.

Tel. C. 348 5 Peking Road.

S.S. "BESSIE DOLLAR"

The Steamer Bessie Dollar is now discharging cargo at the Robert Dollar Company's Pai Lien Ching Wharf, Consignees are requested to send in their bill-of-lading for counter-signature and take delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the Steamer's discharge or they will not be recognized. All risks at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the wharf on October 3rd, 10.30 a.m.

The Robert Dollar Company

American Magazine Agency

H. EUGENE DAVIS,

Representative

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25568

Conseil d'Administration Municipale de la Concession Francaise de Changhai

Monsieur P. LEGENDRE, Secretaire p. i., est nomme Secretaire du Conseil d'Administration Municipale de la Concession Francaise, a compter du 1. Octobre 1919.

Le Consul de France,
President du Conseil.
A. WILDEN.

French Municpal Council

Mr. P. LEGENDRE, Acting Secretary, is appointed Secretary to the French Municipal Council, from the 1st October, 1919.

A. WILDEN,
Consul de France,
President du Conseil.

25566

[redacted]

Madame Stellina, Palm-reader,

has changed her address to 19A North Szechuen Road.

25555

Union Club of China

OPENING CEREMONY.

The opening ceremony will take place on Thursday, 2nd October, 1919, at NOON, in the Club premises, Chartered Bank Buildings, 18, The Bund.

By Order of the Committee.

L. BLISS,
Secretary, Union Club of China.

25569

IN THE UNITED STATES COURT FOR CHINA

In re Last Will and Testament of CHRISTINE PAULINE R. POMEROY, *Deceased*	*Cause No. 835* *Estate No. 304* NOTICE

To the heirs and all others interested in the estate of the above named deceased:

NOTICE is hereby given, pursuant to an order of said Court, that a hearing on the petition for the probate of an instrument purporting to be the Last Will and Testament of said deceased, and for the issuance of Letters Testamentary, will take place on Wednesday, October 1, 1919, at 11:00 a.m., in the Court Building of the United States Court for China.

JAMES P. CONNOLLY,
Clerk.

Shanghai, China,
September 28, 1919.

25565

In the United States Court for China

In re Estate of ARCHIE D. RICE, *Deceased.*	*Cause No. 810* *Estate No. 300* NOTICE

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administratrix of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before March 20, 1920 and all persons owing the said deceased are required to make payment to the undersigned.

(Mrs.) EMMA B. RICE,
Haichow,
North Kiangsu, China.

September 21, 1919.

25456

DANCING

DANCING. Gentleman and lady wish to take lessons in modern dancing, and join dancing class for practice. Apply to Box 30, THE CHINA PRESS.

25550 S.28

HOUSES WANTED

WANTED to take over lease of unfurnished 7-8 roomed house, must be in central district. Apply to Box 32, THE CHINA PRESS.

25554 O.1

IMMEDIATE OCCUPATION: Fully-furnished eight-roomed house with all modern conveniences. Western district. Large garden, tennis court, with ample garage and stabling accommodation. State terms to Box 8, THE CHINA PRESS.

25521

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WANTED, two bedrooms, with bath, or a small flat, furnished, in central or western locality, with or without board. Best references furnished. Please apply to Box 1, THE CHINA PRESS.

25505 O.1

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RUSSIAN lady wants small room without board, Western district; will exchange French lessons every day. Apply 65 Route Vallon, I.Z.

25492

TYPING: Expert steno-typist undertakes work on own machine. Moderate charges. Apply to Box 36, THE CHINA PRESS.

25561

GODOWNS WANTED

GODOWN WANTED: At once by large American firm, good sized godown, in central or Broadway district. Apply to Box 468, THE CHINA PRESS.

25541

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RESPONSIBLE young American age twenty-five, holding good position, desires to meet young lady with view to matrimony. Replies confidential. Address to Box 19, THE CHINA PRESS.

25537 S.30

OFFICES, ETC., TO LET

OFFICES to let, four very large rooms, 6 Foochow Road, second floor. Apply to J. T. Hammond, 51 Szechuen Road.

25380

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A LADY desires lessons in English in return for Russian or remuneration. Only well educated persons, with knowledge of English, need apply. Address to Box No. 33, THE CHINA PRESS.

25556 S.28

FRENCH taught to children or adults by experienced and well-recommended young French lady. Good references. Apply to Box 35, THE CHINA PRESS.

25559 S.28

LATEST ballroom dances taught by lady teacher. Apply to Box 17, THE CHINA PRESS.

25533

LITERARY Chinese will give lessons in Mandarin; speaks English, also wishes post as interpreter. Good references. Moderate salary. Apply to Box 492, THE CHINA PRESS.

25475

RUSSIAN gentleman gives Russian lessons to foreigners. Apply to Mr. Victor Solowioff, 26 Nanzing Road, from 11-4 o'clock.

25546 S.28

Business and Official Notices are Continued on Page 21

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be **Prepaid**

Replies must be called for

APARTMENTS

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Board—Residence.

Apply Mrs. G. Pollock.

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From September 5th, one large bedroom. Apply to Mrs. Weinstock, 15 Quinsan Gardens, Tel North 482.

TO LET, with board, large comfortable newly furnished rooms, with private bathrooms attached. All modern comforts, telephone, garage and stabling. Apply to Box 22, THE CHINA PRESS.

TO LET, one small bedroom, with board, in British home. Use of telephone. Wayside district. Terms moderate. Apply to Box 34, THE CHINA PRESS.

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A COMFORTABLE suite of two rooms, bath and verandah, to be let with board. Southern exposure and pleasant outlook. Conveniently located on Bubbling Well Road. Apply to Box 498, THE CHINA PRESS.

25499

TO LET, in Western district, large furnished room with verandah and bathroom attached. Also garage. Very suitable for bachelor. Apply to Box 29, THE CHINA PRESS.

25553 S.28

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TO LET from end of September, attractively furnished detached house in French concession. Moderate rental. Apply to Box 37, THE CHINA PRESS.

25562

TO LET, No. 491 Avenue Joffre. Excellent eight-roomed residence. Tennis, garage. Apply premises or to J. T. Hammond, No. 51 Szechuen Road.

25540

TO LET, No. 11 Tifeng Road, at Jessfield Road, Seven-roomed Residence, garage, stabling and tennis. Apply J. T. Hammond, No. 51 Szechuen Road.

25176

SITUATION VACANT

WANTED, experienced hotel clerk, foreigner, in first-class hotel. Good prospects and permanent position. Apply to Box 39, THE CHINA PRESS.

25571 O.4

CHINESE CLERK: Young man required with knowledge of shipping, invoicing, and import clerical work. Must understand English. Reply, stating wages and reason of leaving last employment, to Box No. 27, THE CHINA PRESS.

25551 S.28

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25551 S.28

CHINESE, QUALIFIED NURSE wanted for outport work; a Chinese nurse with full qualifications. Reply, giving particulars of training and salary, to Box No. 28, THE CHINA PRESS.

25551 S.28

WANTED, female, experienced typist, filing and cable clerk. Foreigner only. Apply to Box 18, THE CHINA PRESS.

25535 S.28

WANTED, by exporting and importing firm, Eurasian female stenographer, with knowledge of bookkeeping. A1 references required. Reply stating salary, to Box 12, THE CHINA PRESS.

25527 S.30

WANTED, an experienced man capable of taking charge of Import Department. State previous experience and give reference. Apply to Box 500, THE CHINA PRESS.

S.30

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers (foreigners only). If you are looking for a position, or a better position, send us your name and address. No charges in connection. If you want practice we have fitted up an office with machines for you to practice on at a small monthly charge. The Office Appliance Co., 22 Nanking Road.

25274

Amusement Advertising will be found on Page 23

SITUATION WANTED

EXPERIENCED bookkeeper, with sound knowledge of shipping, insurance, import and export, seeks position. A. 1. references. Apply to Box 482, THE CHINA PRESS.

25560 O.4

TYPIST (lady), experienced, with a fair knowledge of shorthand, seeks position. Free from the 1st. Please apply to Box 11, THE CHINA PRESS.

25526 S.28

AMERICAN, familiar with imports, exports and Customs formalities, and who is capable of taking charge of department or branch office, desires a position. Apply to Box 15, THE CHINA PRESS.

25530 S.28

AN American, married, 32 years old, five years experience in the East, at present employed, well acquainted with import business and some knowledge export business, has covered China, Manchuria and Eastern Siberia as representative, large American house, has also acted as branch manager, is desirous of change from Shanghai for health reasons. Would like to be stationed at Tientsin. Apply to Box 21, THE CHINA PRESS.

25538 S.30

CHINESE well-educated, speaking all dialects, having several years commercial experience, desires new connection. Can give any references required. Apply to Box 14, THE CHINA PRESS.

25529 S.28

EMPLOYMENT Bureau for Stenographers, Typists, and Book-keepers. We assist firms in filling vacancies for such positions. No charges in connection. Send particulars to The Office Appliance Co., 22 Nanking Road.

25274

EXTRA work as translator, secretary, accountant, compradore or general office assistant wanted after bank hours by a capable Chinese, who is willing to provide $20,000 securities. Apply to Box 470, THE CHINA PRESS.

25421 O.12

Exchange and Mart

FOR SALE, cheap, 1½ mow land on Ward Road. N.C. Lot No. 8. Apply to No. 10 Haskell Road.

25492 S.30

FOR SALE, Dodge car (5-seater), in excellent condition. Recently painted. Owner leaving for America. Can be seen by apopintment. Reply American Post Office, Box 753.

25563 O.2

FOR SALE, high-grade Rosenkranz piano in perfect condition. Owner leaving town. Apply to Box 38, THE CHINA PRESS.

25570 S.28

FOR SALE, No. 473 Avenue Joffre, situate on F. C. Lot No. 596. Detached six-roomed residence, with offices, stables, outhouse, garden, etc. Total area 1.453 mow. For further particulars, apply to Seth, Mancell & Co., 33 Kiangse Road.

25489

FOR SALE, two gentlemen's gold and platinum tie-pins, with choice diamond and pearl. Two ladies' rings with white sapphire and cameo. Value $240. What offers? Apply to Box 24, THE CHINA PRESS.

FOR SALE, five-passenger Hupmobile, practically new, excellent condition. Extra equipment. Owner leaving for America. Will sacrifice for quick cash sale. J. A. Williams, Astor House.

25547 O.1

WANTED, full grown, well-trained hunting dog with field experience. Send particulars, including breed, age, training and price, to Box 25, THE CHINA PRESS.

25552 O.3

WANTED, a small, baby Indian, twin-cylinder, motor-cycle. Latest model. Must be in good running order. Price must be quoted when replying. Apply to Box 16, THE CHINA PRESS.

25531 S.28

FOR SALE, a "Eureka" electric vacuum cleaner, either 110 or 220 voltage, in excellent condition, almost new. Price Tls. 30. Apply 128 Dixwell Road.

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FOR SALE, high-grade electric car in good condition. Owner leaving town. Apply to Box 20, THE CHINA PRESS.

SAFETY Razor Blades sharpened. Old blades made as good as new, 50 cents a dozen single blades; 70 cents double; Y.M.C.A. Barber Shop, 130 Szechuen Road.

25276

PURE MILK for sale, $1 for six large bottles, combining quality and quantity, from a sanitary, licensed private dairy. Apply to Box 491, THE CHINA PRESS.

25471 S.28

To conform with U. S. Postal regulations all advertisements of Wines, Spirits and Liquors have been removed.

Using Funny Clowns to Teach Children Health

Very Interesting and Unusual Methods by Which Science Is Demonstrating That Sugar Coating the Pill Works Just as Well with the Juvenile Brain as with the Stomach

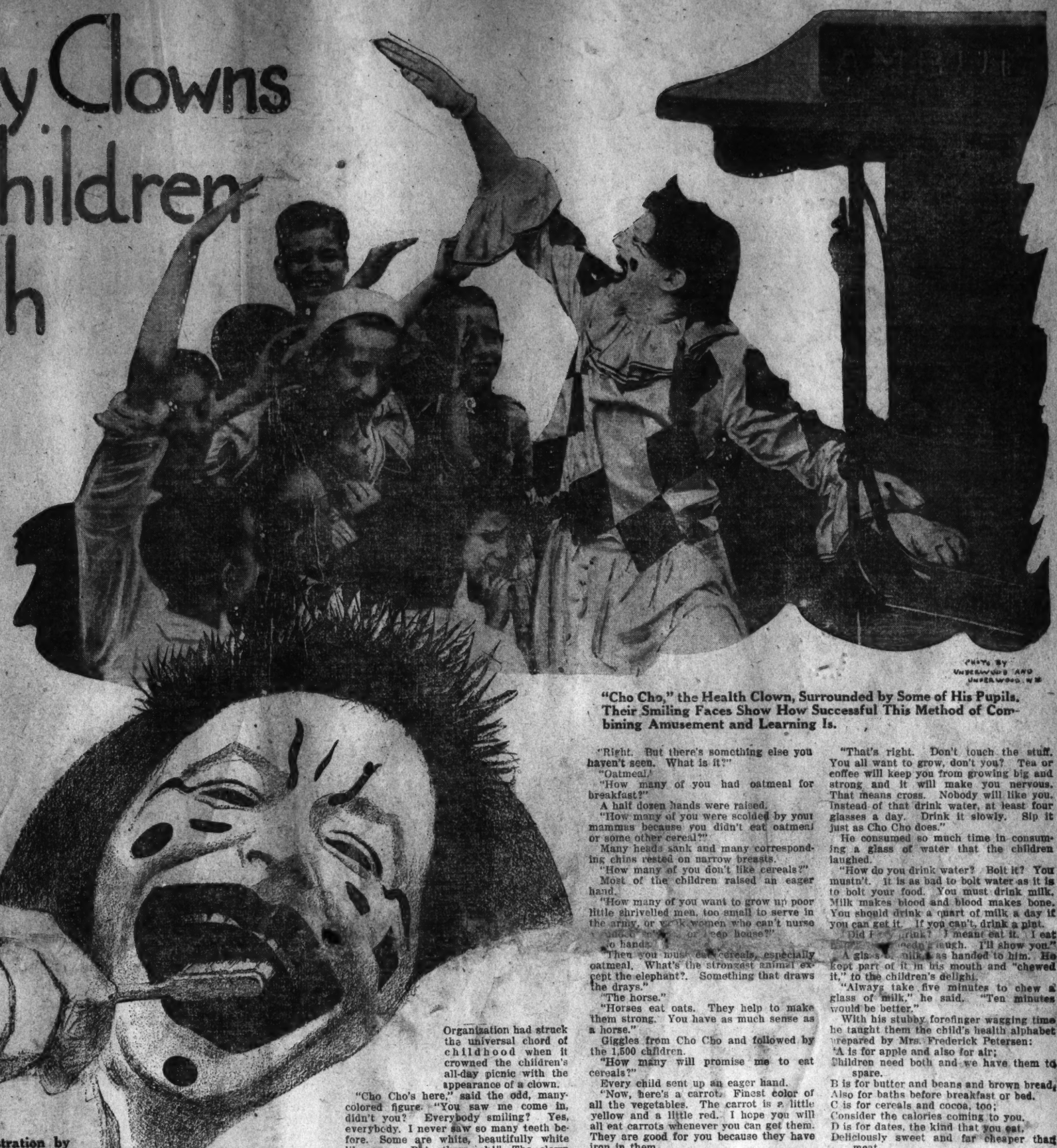


PHOTO BY UNDERWOOD AND UNDERWOOD, N.Y.

"Cho Cho," the Health Clown, Surrounded by Some of His Pupils. Their Smiling Faces Show How Successful This Method of Combining Amusement and Learning Is.

EVERY parent knows how hard it is to arouse the interest of a child in matters of personal hygiene; and even when the interest is aroused how hard it is to keep the attention from wandering from the lesson. Furthermore, rarely does the lesson seem to stick. It goes "in one ear and out of the other," and constant repetition is necessary before it can be successfully hammered into the youthful mind.

Little Johnny hasn't the same feeling about dirty hands and face that his parents have. He likes the water at the seashore or the pond or down in the creek, but at the best he only tolerates it from the faucet and the wash basin. Little Jennie, of course, is different. She likes to be clean, as a rule, but she can go little Johnny one better when it comes to objecting to eating things that are good for her but that she does not like.

How properly to impress upon the child the necessity for brushing his or her teeth every morning and after each meal, the reasons for scientific use of soap and water, how to eat properly—and this does not mean politely, but in the way to get the best out of what they are eating—and all these dozens of very essential things for its future welfare and happiness, have driven many a mother almost to distraction.

"The children seem to forget everything I say," complains one.

"I have to keep repeating the same thing all the time," mourns another.

And yet the boy who can listen to a useful lecture and not retain the slightest recollection of what he has heard three hours later, can go to a circus, see a clown and a month after detail with absolute fidelity every grimace and gesture and prank that he has seen.

Why did the child forget the lesson and remember the clown?

Why was he indifferent or averse to making the necessary hygienic gestures of cleanliness, but eagerly reproduced the comical antics, more hard in themselves, of the clown? It cannot be laziness—because the muscular effort of the latter was far greater than that of the former.

Psychology gave the answer that under the stimulus of acute interest the clown's gestures were automatically and firmly stamped upon the plastic mind, whereas the lesson, having nothing about it to arouse interest, was promptly forgotten.

This being so, the New York Academy of Medicine, the representative body of New York physicians and surgeons, acting in co-operation with the Child Health Organization, recently decided to try the experiment of combining clown and health lessons to see whether the clown interest would be strong enough to impress the useful as well as the useless upon the childish mind. In other words, whether sugar-coating the pill would work equally as well for the juvenile brain as it does for the juvenile stomach.

The experiment has been such a success that other cities have sent to New York for full details of the plan, and health-teaching clowns will soon be seen throughout the country.

The premier clown teacher in New York is named Cho-Cho—his name being taken from the initials of the Child Health Organization which conceived the scheme. Cho-Cho, with his clown costume and his clown antics, has visited Newport, Atlantic City, Washington and New Jersey towns near New York. Secretary of the Interior Lane attended his lectures in Washington and enjoyed them.

At Cho-Cho's recent appearance in New York 1,500 children shouted their joy at sight of him and their hearty approbation of his remarks. Reports from parents of most of these fifteen hundred have shown that the children imitated his teeth brushing, his hygienic chewing, drinking, etc., perfectly, and could remember and did remember and were glad to repeat almost verbatim every word he had to say about how they should take care of their bodies. At this crowning success of the idea, eight organizations for the furtherance of child health and education were represented. The Federation for Child Study, the Child Canteen, which furnishes twelve-cent luncheons for five cents, on every school or outing day; the Hudson Guild, Madison House, Stuyvesant House, Hamilton House, Greenwich House, the Emanuel Sisterhood and the Ethical Culture Summer Play School sent 1,500 children to meet Cho-Cho, the Child Health Organization clown. Physicians who are members of the Academy of Medicine, and Mrs. Frederick Peterson and Mrs. John Collier, active workers in the Child's Health Organization were there to smile at the children and their entertainer, and to witness once again how education may be conveyed unaware, as the pill within its tempting sugar coating.

A Single Demonstration by "Cho Cho" of the Proper Method of Brushing the Teeth Makes a Far Deeper Impression on the Average Child's Mind Than Weeks of Lectures by Parents and Teachers Possibly Could.

The rolling green of Central Park had been emptied of plump white sheep and crowded with pale, thin children. The Child's Canteen furnished its customary two sandwiches, a peanut butter and one of jelly, and its slices of bread and butter, and its hard-boiled egg, and a plate of ice cream. Then the children were taken to the big square building of gray stone at the corner of Central Park West and Sixty-fourth street.

"What's comin' now?" asked Abie Strunsky, of East Broadway, of Antonio Curcci, of West Eighth street.

"Dunno. But whatever it is, you bet it's goin' to be fine. Nothin' cheap about what these here lady folks does." He rubbed his stomach.

Then both boys rose on their chairs and cheered. For with a wild, high-pitched giggle, a strange figure had tumbled upon the stage in a double somersault. The figure straightened up, placed its feet far apart, thrust its hands into its pockets and winked.

Every child in the audience was in a tremor of joyous excitement. The Academy of Medicine and the Child's Health Organization had struck the universal chord of childhood when it crowned the children's all-day picnic with the appearance of a clown.

"Cho Cho's here," said the odd, many-colored figure. "You saw me come in, didn't you? Everybody smiling? Yes, everybody. I never saw so many teeth before. Some are white, beautifully white like snow. But others, oh!" The clown covered his eyes as though to hide the sight. "Coffee beans."

Whereat nearly a hundred children closed their lips firmly in an effort to keep back a smile.

"The children with the coffee beans forgot to brush their teeth," the clown went on. "Just as Cho Cho did when he was a little boy. That's the reason that you can see gold crowns in his mouth. That was because there was no one to teach poor Cho Cho. But now Cho Cho knows better." He drew a case from his pocket, took out a tooth brush and performed the motions of cleaning his teeth. "When you clean your teeth do you rub the brush sidewise?" Many nodded. "You will rub them away, the fine, hard enamel, the covering that makes your teeth beautiful, if you do that. Rub the brush up and down as Cho Cho does, will you?"

Cries of "Yes, Cho Cho." "Yes, sir. "We will, Cho Cho."

"That's right. When Cho Cho was a little fellow he sometimes had stomach ache. Do you ever have stomach ache?"

A wave of nods rippled over the audience. "Do you know what's the matter? Cho Cho knows. It's because you haven't eaten the right things. Or if you have eaten the right things you haven't eaten them in the right way. You see what's in this basket I have on my arm? Tell me what you see."

Cries of "Carrots, Cho Cho." "String beans." "Onions." "Tomatoes." "Beets," "Lima beans." "Spinach."

"Right. But there's something else you haven't seen. What is it?"

"Oatmeal."

"How many of you had oatmeal for breakfast?"

A half dozen hands were raised.

"How many of you were scolded by your mammas because you didn't eat oatmeal or some other cereal?"

Many heads sank and many corresponding chins rested on narrow breasts.

"How many of you don't like cereals?"

Most of the children raised an eager hand.

"How many of you want to grow up poor little shrivelled men, too small to serve in the army, or [illegible] women who can't nurse babies [illegible] keep house?"

No hands.

"Then you must eat cereals, especially oatmeal. What's the strongest animal except the elephant?. Something that draws the drays."

"The horse."

"Horses eat oats. They help to make them strong. You have as much sense as a horse."

Giggles from Cho Cho and followed by the 1,500 children.

"How many will promise me to eat cereals?"

Every child sent up an eager hand.

"Now, here's a carrot. Finest color of all the vegetables. The carrot is a little yellow and a little red. I hope you will all eat carrots whenever you can get them. They are good for you because they have iron in them.

"You need iron in your blood. If you don't get enough iron in it it won't be red, but pink. And after awhile it may be nearly white. Then you will be very pale. And if the flu or any other disease breaks out you may get it, because you will have no resistance. The way to save yourself from the flu is to build up so much strength that your body can take Mr. Flu by the back of the neck and throw him out."

Laughter from the children.

"Eat plenty of tomatoes. They have iron and will make your blood rich and red." He drew a bundle of beets from his basket. "These are as full of iron as a mine. Eat beets and chew them well. But chew everything well. String beans have lots of iron in them, too. That's the reason they have such a good green color. All the vegetables that have good rich color have much iron in them. Eat them and you will have color, too.

"You needn't worry about meat, children. You can get along very well with little or none of it. Look at these beans. They have as much nourishment as a piece of meat of the same size.

"How many of you drink tea or coffee?" Cho Cho made a face that set them all laughing. He pretended to wipe away the tears.

"Do you want Cho Cho to stop crying?"

"Yes, Cho Cho!"

"He will stop if you will all promise to stop drinking tea or coffee.

"You will promise? Then stand up."

Every child rose.

"That's right. Don't touch the stuff. You all want to grow, don't you? Tea or coffee will keep you from growing big and strong and it will make you nervous. That means cross. Nobody will like you. Instead of that drink water, at least four glasses a day. Drink it slowly. Sip it just as Cho Cho does."

He consumed so much time in consuming a glass of water that the children laughed.

"How do you drink water? Bolt it? You mustn't. It is as bad to bolt water as it is to bolt your food. You must drink milk. Milk makes blood and blood makes bone. You should drink a quart of milk a day if you can get it. If you can't, drink a pint.

"Did I say drink? I meant eat it. I eat [illegible] laugh. I'll show you."

A glass of milk was handed to him. He kept part of it in his mouth and "chewed it," to the children's delight.

"Always take five minutes to chew a glass of milk," he said. "Ten minutes would be better."

With his stubby forefinger wagging time he taught them the child's health alphabet prepared by Mrs. Frederick Petersen:

"A is for apple and also for air;
Children need both and we have them to spare.
B is for butter and beans and brown bread,
Also for baths before breakfast or bed.
C is for cereals and cocoa, too;
Consider the calories coming to you.
D is for dates, the kind that you eat,
Deliciously sweet and far cheaper than meat.
E is for the excellent, edible egg,
One daily, at least, dear children, we beg."

He led them on through:

"G is for gaining, as every child should;
A half pound a month is the least that he should.
M is for milk, which makes muscle and bone;
Not less than a pint every day till you're grown.
O is for oatmeal, the finest of food;
With milk for your breakfast there's nothing so good.
P is for prunes, potatoes and peas,
And patriots who will be glad to eat these.
V is for vegetables. If you are too slim,
These victuals are full of vigor and vim.
Z is for zest that health gives to life."

When they had completed the alphabet he asked:

"Have you had your nap to-day?"

"Yes, Cho Cho. All the play school children do."

"That's good. And you must take a nap every day at home, too. Three-quarters of an hour to an hour. How many of you will remember all Cho Cho told you?"

All hands waved high and wildly.

"How many of you will do what Cho Cho told you to do?"

Every hand fluttered emphasis.

"If you do I may come to see you again. But now I have to see some other children. Good-by." He was off the stage with a bound and out of a side door. The children tumbled after him as the children of Hamlin tumbled after the Pied Piper.

Outside a photographer snapped Cho Cho surrounded by the fleetest children, who had overtaken him.

Cho Cho has such success speaking at Summer play schools for children and at Summer schools for teachers, in and about New York, that a plan is being considered to send Cho Cho to other cities to continue the work of making health lessons interesting and palatable and memorable to the rising generation.

Dr. L. Emmett Holt, foremost authority on children in this country, has stamped the plan with the signet of his approval.

"In the past the mistake has been in the effort to impose a set of arbitrary rules for health, instead of arousing the child's own interest and securing his co-operation. There have been too many 'dont's' and not enough 'do's.' The fundamental idea which the Child Health Organization is encouraging is well expressed by its motto, 'Health in Education and Education in Health.'

"Public health education is one of the great needs of our time, but it must begin with the children and be made an essential part of the teaching in our elementary schools."

PHOTO BY TENNYSON-BEALS, N.Y.

The Children Lying Down on the Floor at "Cho Cho's" Command While the Clown Talks to Them About the Importance of Plenty of Sleep.

A September Gown and Wrap

by Lady Duff Gordon

Back View of the Smart Yet Simple Gown for Early Autumn Wear

LADY DUFF-GORDON, the famous "Lucile" of of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon *("Lucile")*

FIRST foreshadowings of Autumn modes appear on this page. I give you hints of what we may expect in fabrics and in silhouettes.

The large, right-hand figure shows you a new wrap. Unlike the enwrapping folds of the evening cloaks of several preceding seasons, it is not a cape in any other guise. This is a coat, a downright, uncompromising coat.

It is large and loose and cut on straight lines. The large sleeves are half of coat, half of kimono effect. The wide shawl collar, reaching to the waist line, is embellished by two sets of revers. They, as the cuffs, are trimmed with narrow borders of fur. Similar borders extend from the neck line to the cuff. An odd new effect is secured by what appears to be an open seam faced with light silk and forming a loose, shallow pocket. The materials are panne velvet, white silk for lining and trimming and extremely narrow borders of fur.

You will note that in the early September gown shown here I adhere to the graceful, modest ankle length of skirt. I am aware that Paris designers have united in a declaration for the knee length skirt. But I am also aware that the native taste of American women has again and again waged successful rebellion against modes of dress that were unlovely and immodest. While the skirts may be somewhat shortened, I forecast that the American woman will never permit hers to reach the knee line.

This dinner or afternoon gown is of white crepe meteor. The skirt is scant, but draped about the hips. The draped panniers are graduated from front to back. The high girdle ends with a bow and sash ends. The elbow sleeves, the vest and the sash ends are trimmed with pearl passementerie.

The Front View of a New September Gown. The Draped, Graduated Panniers and High Sash Girdle Are Its Most Striking Notes

A New September Coat of Silk, Fur and Velvet. It Has No Resemblance to the Cape Effect That Was so Long Popular, but Is Uncompromisingly Coat-Like

Plaids Of Vivid Hues In Vogue For The School Girl

Kilted Skirts And Linen Blouse Hold First Rank Among Serviceable Outfits For 'Flappers'---Seventy-five Color Arrangements Represent All The Scottish Clans---Lovely Silken Frocks Designed For Dressier Affairs

By Martha Goode Anderson

It is such a short time until school begins that mothers will be more than glad for a word as to the newer things for their small daughters whose school outfits must be made ready.

For the flapper, as the English call the school girl with her hair still braided down her back, some really lovely things have been designed. These include plaid skirts with the gayest and most vivid hues reflecting all the clans of the North country, whose record in this last as in all wars has made the Scottish plaids things of deathless glory. As there are about seventy-five different color arrangements in these plaids the assortment is varied enough for all to choose, though there are certain darker plaids more familiar to Americans than the others.

Vogue Likely To Grow

One of the London merchants has assembled an authentic collection of the Scotch plaids which is now in this country and which will doubtless form the basis for the stock in all of our large shops and factories, for the vogue for plaids will grow constantly as their beauty and service are more and more appreciated.

After all nothing makes quite so satisfactory a school skirt for the hard and strenuous wear required of it than these Scotch things of good wool combined in the soft and pleasing effects. The skirts are pleated, or kilted, as our Scotch neighbors would say, though of course they are never so heavily and thickly pleated for a child's skirt as for the Highlander's costume, as the latter's pleats reach quite high up around the waist under the jacket and serve for warmth and comfort too. Indeed few of us realise the great cost of a Highland chieftain's outfit—we take it so for its picturesque effect that the tremendous cost behind it is little thought of and not generally known. It requires many, many yards for the pleated skirt, short as it is, and the shirt worn with the jacket is of the finest linen, as is the material of which the short little jacket is made, whether of velvet or finest broadcloth. The plaidie, which hangs from the shoulder, is clasped at the top with jewels rare and costly. A jewelled dagger is placed in the top of the boot, and these daggers, like the family jewels, are handed down from generation to generation.

The "sporran" or purse which hangs directly in front of the waist is mounted likewise with splendid silver and gems, and the long goat's beard which hangs from the bottom edge of this purse is the final touch. Even with this short description it can be seen how costly such a costume is when carried out in its finest details.

No wonder that England is exploiting the plaids of Scotland—England owes much to that land of hills and romance, as indeed does the world—through the stout plaided skirts little schoolgirls will wear this year the history of the North country will be told. To wear with these kilted skirts are blouses of linen of the most pronounced hue—bright yellow, jade green, Belgian blue, watermelon red—for this is the year of color, and we seem to desire nothing subdued or melancholy in the least about our wearing apparel for old or young.

Virtues Of The Blouse

These blouses are really lovely, for they offer just the sort of thing best suited to young girls, as they can be laundered repeatedly and kept immaculate. They button on to the skirt, which has a series of button holes around the belt, and these buttons are left to serve as ornaments. The blouses are much longer waisted than the shirt waist older girls adopt and they are not trimmed except for a tiny bit of hemstitching or wool embroidery about the collar and cuffs. The collar is cut round and low and now and then a thread of black velvet ribbon is drawn under the collar and knotted in front. Of course, the blouse of fine white linen and lawn is also used extensively, but for more practical wear these brightly colored things are best. They do not give such evidence of the day's wear as do the white.

So many mothers prefer the separate skirt and waist instead of the woolen dresses of her long ago school wear that the jumper frocks are again welcomed. These are not, however, made of plaid, but of dark woollen materials such as serge. The guimpes which accompany them have long sleeves caught at the wrist with a narrow frill of lace or a hemstitched band. The frill finishes the neck, which is collarless and comfortably low.

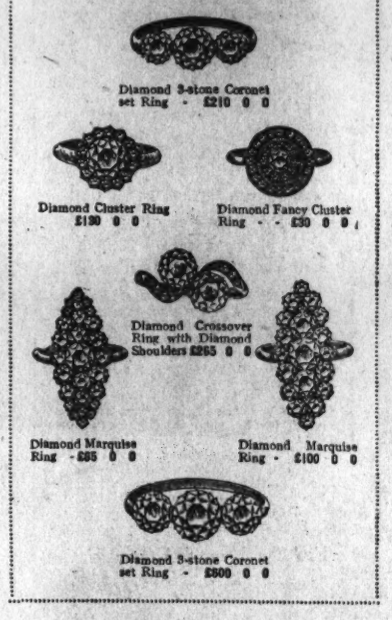
While the smock has had somewhat of a vogue for the growing girl, it is not so highly esteemed as a school frock, and when used is more apt to appear developed in some soft and dark colored silk or satin for more dressy occasions, such as the occassional matinee of Saturdays and the regular church wear of Sundays. These little smock dresses are undeniably pretty for just this sort of wear. They can be ornamented with as much bright and gay embroidery as one desires, for there was never a time when the clothes of young or old were more embellished with this sort of stitchery. Indeed, a buttonhole edge serves in the place of a hem for the bottom of the smock of silk or wool either, though the rather full skirts are hemmed in the orthodox fashion. Wherever it is possible to place these bright wool stitches it is done. If smocking is used to form a yoke it is done in colored threads.

An excellent example for this type of dress has been done in a soft pongee which launders ideally. The bottom of the perfectly straight smock is buttonholed with delft blue wool. A sash of the pongee goes around the waist and ties at the back in a rather short bow. The blue wool is used to smock the yoke in the real English smocking and the low turned down collar is buttonholed like the bottom of the smock.

The young girl's skirt seems to be made to carefully avoid extreme tightness and the skimpy look her older sister's is likely to have and to give plenty of room for freedom of movement so necessary for the young. Indeed, the one result most desired is simplicity of effect, color and design, for it must be remembered that the young years are the most impressionable and sartorial habits acquired then go through life.

The schoolgirl's coat is seldom ornate or elaborate and is most often bought for its service, as it is in-

(Continued on Page 4)


Diamond 3-stone Coronet set Ring - £210 0 0
Diamond Cluster Ring £130 0 0
Diamond Fancy Cluster Ring - - £30 0 0
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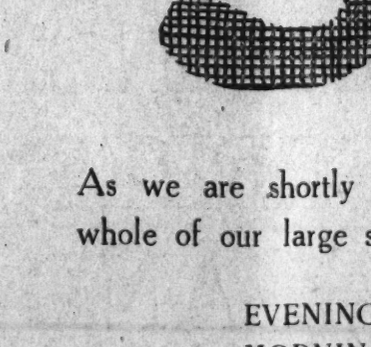

La Vogue

46 Nanking Road **46**

Plaids Of Vivid Hues In Vogue For The School Girl

(Continued from Page 3)

tended for best one year and school the next. The soft woollen materials, such as bolivia, duvetyn, velours and silvertone, in a subdued color and a conservative pattern as to make are ideal for this sort of garment. The coats usually have big collars which turn up tight and high around the neck. They are fitted with pockets. As to line they are seldom anything but straight up and down.

The schoolgirl period seems to be the one time in a girl's life, at least in the colder climates, when she is not permitted a fur cloak as far as go the allowances of good taste. Little girls are seen in the all enveloping fur coats and older girls the same, but our flapper who is well dressed reserves the splendid fur garment for her more mature years, for all mothers agree that simple well made things in good quiet colors are best for these young years.

As to furs, simple neckpieces and muffs of the less expensive pelts, such as beaver, raccoon, squirrel, coney and imitation seal, are used, always of the simplest design and intended for the greatest comfort and service. Round fur caps are worn with these winter things if one wishes, but usually the schoolgirl's hats are selected for the same practical purposes that is all of her apparel. The mushroom shape with its turned down brim makes an excellent shape for the constant wear back and forth to school. Tams and berets are simple and smart for regular wear also.

For dressier moments, such as "parties" bring, there are some lovely little silken frocks which are as quaint and old fashioned as any the girls in Louisa Alcott's stories wore. One of these is of a soft brown tone in checks of brown and white. It is ruffled from hem to waist, and over the little blouse of fine white batiste which serves for the waist is worn a short brown velvet jacket of the "roundabout" type. Tiny little bows of brown satin ribbons ornament the front of the little jacket. This little dress has been developed also in one of the Scotch plaid silks in which black and red of the McRae clan predominate. The short jacket with this is of black velvet and the bows down the front are of red satin ribbon an inch wide.

Of thinner materials and very sheer and lovely are frocks of organdy or dotted swiss. These, too, have the skirts frilled from hem to waist, each frill being edged with wool thread in a bright and vivid color. This, for example, has been done with a white dotted swiss dress ruffled in the manner described, each ruffle being buttonholed along the edge with grass green threads. A sash of the same brilliant green is worn, and the small ruffles finish the waist and repeat the wool stitches. The sleeves are quite short and also befrilled and stitched. Of course this dress is of the most elaborate type and is designed for the most elaborate occasions—it is picturesque beyond a doubt, but not nearly so pleasing as less fluffy and frilly things. However, it is just as well to have such a frock at one time in one's life, and thirteen or fourteen years old is perhaps the best time of all, for later on one would seldom have the courage to appear in it.

The vogue of using all colors for little children's clothes goes on with no abatement. There was a time when purple, reds, yellows and such "strong" shades were left to older people, but not now. Even the two-year-old has her little frock of purple chambray in a hue which can be seen blocks away.

These radiant frocks are not left unornamented by any means, but are further colored by the addition of fancy wool stitches in every color under the sun—often as not a combination of colors is used. A lavender organdy, for example, for a three-year-old baby has a tiny fichu of white organdy with its edges trimmed with tiny frills, and these are buttonholed with lavender wool stitches. The white fichu ends in a sash tied in the back. While this particular frock was intended for a three-year-old its counterpart is made for her sister of a few more years. Indeed it is copied also in grownups' dresses and in every color, for these violently colored dresses have been a part of the summer which will go into the winter, as the vogue for color will not die until we have worn ourselves out with it.

A very smart dress which is being displayed for the schoolgirl is that which is made of serge with cape to match. This is most effective in dark blue, which has always, for some reason, seemed the ideal color for school frocks. The dress itself is made in several models, either in the shirt waist type with skirt and waist in one or the chemise type with long and unbroken lines except for a narrow and loose belt crossed to form a very long waist line. The capes that accompany these dresses fall with considerable fulness from the shoulders in the back, while cross pieces in front make a sort of vestee and form a close, warm jacket effect in front. The same thing has been developed in a warm wool jersey in dark blue also and is ideal for country schools where all of the outdoor sports such as skating, tramping and golfing are permitted.

furs as mouffion, mole, monkey, kolinsky, muskrat and skunk.

Coats with afternoon costumes come just below the hips and follow Dick Turpin lines, by means of a girdle or guaging. Skirts are narrower at the feet, giving a peg-top suggestion. Fur collars reach to the eyes.

Hats for Fall and Winter are large and small, but in all cases will frame the face. Velvet is the most popular fabric for hats, and trimmings will be of ostrich feathers, ospreys and monkey fur.

Skirts In Paris Air Still High

But 300 American Buyers There Are Showing Independence Of Modistes Dictation

Paris, August 15.—Paris's first real display of styles since the war began is being attended by about 300 American buyers, who, however, are showing themselves to be more independent of the dictates of French dressmakers than ever before.

The new models show brown is again in marked favor. Soft materials are used generally with flounces and panniers, and the designs of the new models tend toward a strictly feminine appearance. There is not the slightest suggestion of the masculine tailor-made effects of the past.

Paris is clinging to skirts hanging seven to eight inches from the ground. American buyers, the dressmakers say, are ridiculing the shortness of the gowns, though frankly admitting American skirts have been too long. It is likely American women will get compromise lengths. One of the prominent American buyers said today:

"No well-formed woman looks well in a really long skirt, and it cannot be graceful."

But he laughed at a dressmaker's suggestion that Americans want long skirts because American women do not have pretty ankles. He said:

No Wish To Hide Them

"American women have the prettiest ankles and feet in the world, and they also are the best shod, but they realise that extremely short skirts are ridiculed and they believe in moderation."

Although the Americans designed their own styles to a great extent during the war, they apparently are finding much that is worth while in the Paris display rooms. The prevailing brown is shown in many shades—brick, terra-cotta and burnt biscuit. There also are shown soft shades of gray, raven blue, tete-de-negres and moles.

The styles generally show a slight fullness on the hips in the form of soft panniers, with pleats and accordion pleats. Flounces are applied in such a way as to preserve the outline of the figure and the straight hem of the skirt.

Collars May Be Buttoned

Collars are high in many cases, and if cut open are adjusted so they may be buttoned close to the throat.

Wool embroideries, flat paillettes and metallic ribbons of a leather-like texture form the trimmings for afternoon frocks, the majority of which are made with coats to match. These coats are trimmed with such

At the Dressing Table

By MIMOSA

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago, I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of cleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure colliandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

Your Skin Needs Protection

Do you know why it is that your skin is often so rough, dry and "tight"?

The reason, as Dr. William Allen Pusey points out, is that "the skin because of the unnatural dryness loses its power of resistance." It cracks and breaks, becomes painfully rough and red. Dr. Pusey goes on to say that "the secret" in preventing and curing rough skin is to make up the deficiency of lubrication which the skin is failing to supply for itself.

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Whenever you want your skin to look its best

Before going out in the evening, or whenever you want your skin to look particularly well, apply a little Vanishing Cream, as a finishing touch. It actually seems to smooth out all the tired lines, and makes the face feel wonderfully refreshed. It gives your skin the transparency and softness everyone so much admires.

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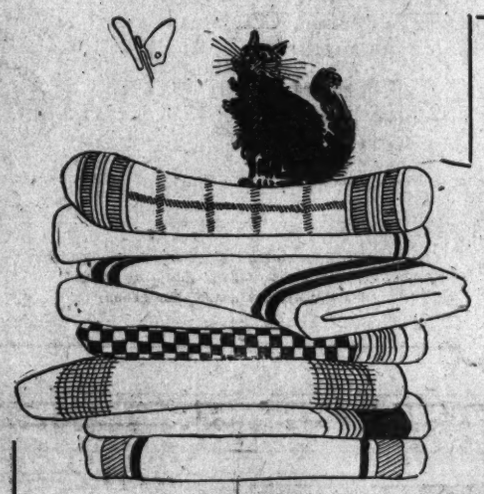

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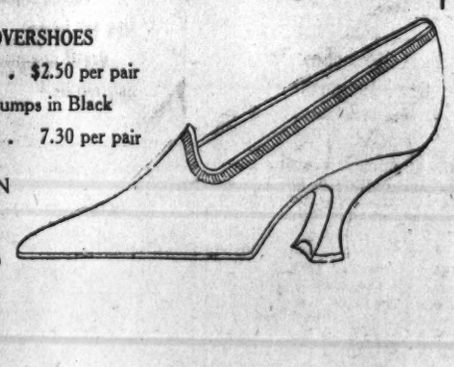

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AUTOMOBILES

SHANGHAI, SUNDAY, SEPTEMBER 28, 1919

DIVIDES MOTOR DRIVERS INTO THREE CLASSES

Good, Indifferent And Bad, Says Expert In London Daily Mail

Automobile drivers have developed all sorts of characteristics, but it has remained for an English motorist, writing in The London Daily Mail, to make a psychological study of the class. His conclusion is that drivers may be divided, somewhat on the plan of early Gaul, into three parts—good, indifferent, and bad. He defines these classes with a clearness that indicates wide experience on the road. Every motorist doubtless has something to learn, and it may be instructive as well as entertaining to see how the British critic defines the peculiarities of each type.

The good driver is a born driver; he possesses the "it" which cannot be acquired but which is almost an extra sense. He has by nature a keen sense of sound, so that he knows the song of his engine and of his car, and the slightest variation will strike him at once. His eye for the judgment of relative distances is as near perfect as can be. He never makes a mistake in traffic with regard to selecting a gap.

The brakes are hardly touched and all the motion is smooth. To him it is quite unnecessary to run up to a block, apply the brake hard, then to change down and to take the gap with fierce acceleration. The good driver sees the block and, judging when the road will be free, eases off the power and arrives when the gap occurs, without the brake being used, without a change of speed being required, and with quiet, smooth acceleration he passes through. He has lost no time and treated both his car and his passengers with consideration.

The other sense which is well developed is that of touch. It is no trouble to him to start the car from rest with a gliding motion instead of a jerk, to pull up in case of an emergency quickly but without excessive jar or skid, or to restart the car from a standstill on a steep up-grade, accelerating the engine just sufficiently to take up the load sweetly, while the moment he feels the clutch beginning to engage off come the side brakes. There is no spinning of the back wheels, no running backward of the car, and no excessive load put upon the crank-shaft. In appearance it is all very simple, easy, and "finished."

The indifferent class comprises those who drive safely but without genuine sympathy and without finesse. They will never make any glaring error but they will never do anything really well. True economy in driving, resulting from such things as proper spark control, good cornering, and right timing of gear changes, will not be theirs.

And lastly comes the bad driver. Today his name is legion, and he is selfishness and ignorance personified. He thinks he knows all, yet he is brutal to his machine, over-driving the engine downhill, flogging it uphill, speeding over the pot-holed surface, and caring naught for the feelings or safety of other road-users, whether they be fellow-motorists, horse drivers, or foot passengers.

A danger to all, for he is just the type who does the wrong thing in an emergency because he lacks imagination, he wears out the roads and every machine he touches in an incredibly short space of time. It is not difficult to realise that, if this class of driver is allowed to represent the majority in this country, motoring will become more costly and less popular.

Short Wrenches Or Good Judgment

Only a practiced hand can instinctively feel that a nut has been pulled up as tightly as is good for the bolt. A clumsy wrench, particularly if the handle is long, is almost sure to lead to rough treatment of the smaller bolts at the hands of the novice. Anothing thing that often leads even those who should know better to pull too strongly with the wrench is that the nut often has to be pulled around to a certain position to allow a cotter pin hole to be exposed above it, or if it is a castellated nut to align the slots in the nut with the hole through the bolt. Another thing that is bad for the bolt is when its head is forced away, because the surface of the metal about the hole is not true with it. This causes an elongation of one side of the bolt at one short portion of its length, which is obviously detrimental to its strength. A short wrench and a gentle hand make a good combination for this sort of work.

PRESSURE FEED

On cars that have pressure feed systems, operated by means of the exhaust gas, the car owner should make a periodic examination of the feed strainers and other cleaner through which the gas passes on its way back to the tank. If a car is in continual use or is using excessive amounts of oil the strainers will naturally be heavier and the inspection should be made more often.

Union Of Industrial Men To Help Solve Fuel Problem

Automobile And Petroleum Industries Join To Discuss Motor Car And Gasoline; Will Interchange Statistics

"The perennial fuel problem will never be solved until the automobile industry and the petroleum industry get together in close and harmonious co-operation," said Mark L. Requa, one of the country's biggest oil men and director of the oil and gasoline division of the fuel administration, in the course of an article which appeared in the February issue of Motor. Today, less than six months after Mr. Requa's warning, this joining of hands by these two interdependent industries has been accomplished. And now perhaps we shall solve this hardy perennial among problems—how to make a nearly fixed supply of motor fuel meet a constantly expanding demand.

Within the past month the executive committee of the National Automobile Chamber of Commerce and that of the American Petroleum Institute met in New York for the express purpose of, so to speak, introducing the motor car and gasoline. The meeting was informal, without specific intention of accomplishing anything more than the forming of an acquaintance between the two industries. But happily something more definite actually did result. A committee was appointed to arrange a permanent committee, which will include some members of the Society of Automobile Engineers. The permanent committee will hold frequent meetings for the interchange of facts and statistics relative to both industries. By means of this sort of clearing house the automobile manufacturers will be able to know just about how much fuel they can count on for, say, a year ahead, and the oil men will know how many cars they will be expected to supply with fuel. There will at last be complete understanding on each side of the other's needs and problems.

But this is only the beginning; the committee's activities are to go very much deeper than a mere interchange of industrial information. It is planned to carry on a large amount of research work along lines hitherto neglected. Our engineers realise that present types of engines are not economical in their consumption of fuel. But until now there has been no very pressing reason for changing them. The petroleum section of the new committee is going to insist that this is a present necessity. Last year we withdrew 30,000,000 barrels of petroleum from our rapidly diminishing reserve supply. This year, with at least 1,000,000 new cars in service, we are going to dip still more heavily into this reserve. The answer is inevitable. It is to prevent the actual arrival of this crisis in fuel affairs that the joint committee has been formed. The occasion is going to be memorable in the future history of the motor car industry.

If it were not for the element of tragedy, the long severance of diplomatic or any other relations between the automobile and petroleum industries would constitute one of the most amusing economic comedies of error that ever existed. For the past ten years these two industries have been absolutely interdependent and yet they have gone along their separate paths, each one apparently oblivious of the existence of the other. Their problems have been the same, but neither has asked the other what it was doing to solve its half.

The problem of fuel supply really reached a critical stage in 1917, when for the first time the year's production of petroleum proved inadequate to the year's demand and we were forced to withdraw 20,000,000 barrels from our reserve stock, amounting to about 150,000,000 barrels. In 1918 we called upon the reserve for about 30,000,000 barrels and this year we may need even more, in spite of the fact that motoring was somewhat curtailed during the early part of the year. Even at the present rate of withdrawal our reserve stock would be exhausted by 1923, and on the present scale of use per car our demand for fuel would probably be very nearly double what it is today. Mr. Requa aptly stated the problem when he said last February: "Projected at the percentage of increase, 1904-1914, we shall require in 1917 something like 700,000,000 barrels of petroleum. In 1918 our total production was only about 350,000,000 barrels."

So there is the problem that must be solved by the new commitee of the National Automobile Chamber of Commerce and the American Petroleum Institute. It is a difficult task, but by co-operative effort the committee can accomplish it and on its accomplishment rests the whole future of motoring.

Good Materials Needed To Build Good Automobiles

The type of material used to make up the chassis of the new Studebaker cars according to M. F. Wollering, vice-president of the Studebaker Corporation, in charge of engineering and production, is the very highest grade obtainable. He says that even the smallest bolt receives careful consideration and an individual material specification made for it. And it is for this reason that, at so many points, special steels, such as chrome-nickel, chrome-vanadium and carbon steels of an especial analysis are used, where they would be ordinarily overlooked by many engineers.

"The use of chrome-nickel and chrome-vanadium steels," says Mr. Wollering, "is made on parts where a combination of toughness, hardness and exceptional fatigue properties are demanded. The physical properties are increased from fifty to seventy-five percent over those obtained by the use of the non-alloy steels."

Ford Engines Pass 3,000,000 Mark

On December 15, 1915, at 1:55 p.m., the Ford Motor Company cast the one-millionth Ford Model T motor, the famous power plant of the famous Ford car.

On April 8, this year, at 1:30 p.m., the Ford Motor Company cast the three-millionth Model T motor, identically the same as the first Ford Model T motor cast.

Keep Distributor Clean And Dry

Excessive oiling of a magneto can do nearly as much harm as insufficient lubrication. One thing it does is to cause the surplus oil to be thrown into the distributor, where it works all kinds of mischief. It gets between the brush and the contacts and either insulates them from each other entirely, causing missing, or it causes arcing. Arcing in turn burns the oil and forms soot which soon gums things up badly and it also produces heat which disintegrates the carbon brush and causes it to crumble in time.

All magneto manufacturers make their distributors so that they may be removed easily and wiped clean with a dry, clean cloth. Dixie magnetos, for instance, have their distributors held on by three little clips, retained by three thumb nuts. These may be loosened by hand, the clips turned aside and the distributor cover comes off in the hand. Other Dixies have three screws to retain the cover. Some have a central revolving brush and stationary contacts in the cover and others a revolving contact and individual stationary contacts in the cover. The brush in either case is attached to small springs and may be slipped into or out of their sockets by hand.

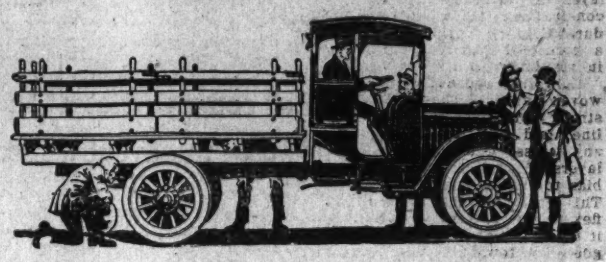
MAXWELL TRUCKS

THE Maxwell 1 ton Truck is particularly adapted for overseas use because, although sturdy in construction, it is light in weight—2400 pounds—and can go where large trucks cannot operate.

In fact, the Maxwell Truck has so successfully filled a long-felt want throughout the world for a low-priced, simple, sturdy, economical Truck, that today it has taken its place among the four trucks with largest production in America.

The same economy of operation is ever evident in the Maxwell 1 ton Trucks as is proverbial the world over in Maxwell Motor Cars.

Magneto, Worm Drive, 10-foot loading space, Electric Lights and Generator. Right or Left-Hand Drive optional.



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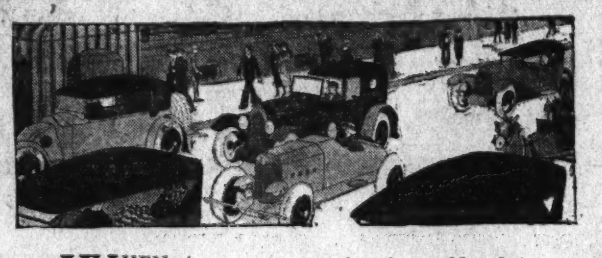

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Every yard of "Neverleek" is Stamped "Guaranteed by the maker."

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HISTORY OF CORD TIRE IS REMAAKABLE ONE

Has Only Assumed Prominence Since 1914, Displacing Fabric Tires

Now that pneumatic cord tires have made such a big place for themselves in the automobile world and have come to be regarded as the best type of tire so far developed for automobile use, much interest centers in the story of the development of this type from its first adaptation to vehicular use to its present advanced state.

Cord tires have only assumed prominence since 1914, although at that time they were not new, having been made in America as early as 1904 by the Goodyear Tire & Rubber Company.

They are so called to distinguish them from the fabric type of tire, which up to that time had been used universally on automobiles. In a fabric the body of the tire is built of cross woven cotton fabric, or "duck," each successive layer of fabric being laid at an angle of 45 degrees in its relation to the layer of fabric under it. This construction makes for extreme durability, but in comparison with a cord tire is lacking somewhat in resiliency, or liveliness.

Cord tires are not made of cross woven fabric. They are built of strong cords, similar to a fishing line, laid side by side, without any cross weave. The several layers of cords are built upon the bias to furnish maximum strength. This construction permits easy flexing, or bending of the tire as it follows the surface of the street, goes far toward eliminating friction and greatly reduces power consumption.

Stop Truck Engine And Save Gasoline

It should be made an invariable rule, says a manufacturer, that engines must be stopped while the truck is standing at the loading platform or making an extended stop elsewhere. Unless the driver are watched they will keep the engines going in order to avoid the trouble of making a fresh start. This was always wasteful, but in the present condition of the fuel supply it is almost criminal.

Carbon Knock Will Increase On A Hill

Carbon knock may be mistaken for a knock due to overheating, as it increases in loudness on a hill and has another symptom in common, that of causing the engine to run after the switch has been opened. To make sure of this trouble remove a spark plug or a valve cap and look into the cylinder. If the parts are slightly discolored there is nothing to fear, but if there is much carbon it will be obvious.

OIL FOR BRONZE BEARINGS

Never forget that cooling with water a bronze bearing that has been running hot is the last thing to do. The best thing to do is to wait for the bearing to cool in the ordinary course of events, but if you are in too much of a hurry for this cool it with oil instead of water.

STICKING VALVE CAPS

Occasionally a value cap will stick and defy all ordinary efforts to loosen it. When this occurs run the engine for a little while until the cup is heated and then pour a little water in the recess of the cap. This causes a sudden cooling which makes the metal contract, permitting the cap to be easily unscrewed.

Medium Size Car Becoming Popular

Transportation Idea Helps Sale Of Small, Sturdy And Economical Models

"Wealthy men—those able to afford any make of motor car—are turning from the heavy, luxurious and expensive car to the sturdy, medium sized, economical one," says F. L. Sanford, of the Dort Motor Car Company. "This season sees an increasing number of rich men selecting medium priced automobiles for their own personal use. Most of them have larger cars for touring and general family driving, but for their own business needs they like the medium sized car.

"The point many of these wealthy men make is that a medium sized car offers them every convenience in the way of comfort, speed and durability, and does it at a moderate price. They are good enough business men to realise that for business driving, short trips to the links, and general transportation, a car of this type is the best.

"Moreover many of these men perfer to drive their own cars. They get a lot of exhilaration and pleasure from handling the wheel themselves. Having a big heavy automobile for pleasure driving is a luxury that a well-to-do family can afford. But using this car for short runs is wasteful without compensating advantages.

"Business men view the automobile today as it ought to be considered. They look at it from the angle of transportation. Like railroads, electric cars and other public conveyances, they measure the motor car on basis of what it will do for a given cost and in comparison with the rest of the automobiles on the market. Paying for pleasure, they say, is different from paying for work, and the cars they drive every day are 'work cars' to them."

DePalma's Record One For Goodyear Tires, Too

Fast Performance At Sheepshead Bay Made On Cord Casings In Non-Stop Fashion

In the automobile races at Sheepshead Bay, when the fifty-mile international sweepstakes, the main event, was captured handily by Ralph de Palma in a Packard car in 26 minutes 23 1-5 seconds, clipping 34 seconds from the former record established by Louis Chevrolet in 1917 on the same track, the setting up of this new mark was a victory for Goodyear cord tires as well. De Palma completed the entire race on Goodyears in a wonderful nonstop run.

The first ten miles of the race was an exciting contest between Ralph Mulford and De Palma, with first one then the other leading, but the Italian proved the better pilot, and after taking the lead on the tenth mile was never headed, although Mulford hung close up to the fortieth mile, when mechanical trouble forced him out of the race.

Dave Lewis in a Meteor, Joe Boyer piloting a Frontence, Joe Thomas at the wheel of a Mercer and Denny Hickey in a Stickel finished in the order named, all making non-stop runs on Goodyear cord tires.

TIGHTENING RADIATOR CAP

Many car owners have trouble with leakage at the radiator cap. The reason for this is that the velocity of the water circulation exceeds the capacity of the radiator or there may be some condition in the cooling system whereby boiling takes place faster than the overflow will take it off. To cure the trouble make a gasket of red fibre 1-16 of an inch thick and place it over the filter cap. This serves to prevent the cap from working loose and also keeps the water from leaking out to stain the radiator with blotches of rust.

OVER SIX MILLION CARY IN UNITED STATES TOADS

Automobiles Carry More People Than Railroads Of America, Says Haynes Man

Figures gathered by Mr. S. M. How, general sales manager of the Haynes Automobile Company, show some interesting comparisons of motor cars and railroad cars. "There are 6,000,000 automobiles in use in the United States today," says he. "At an average mileage of 3,000, which is low, the total equals 18,000,000,000 miles per annum, which, multiplied by an average of three passengers, means that the total passenger mileage is 54,000,000,000.

"The latest available figures show that the official railroad passenger mileage was 32,384,247,563. Automobiles, on a basis of 300 days of use and an average of only two passengers, carried 3,600,000,000 persons, compared with the railroads' total of 976,303,602.

"The seating capacity of the 6,000,000 automobiles, in use in the United States is estimated at not less than 30,000,000 people. The total seating capacity of railroad cars, of which there are 55,705, is about 3,500,000 people. To carry the people now carried by automobiles would require 60,000 new passenger coaches and 14,972 new locomotives, at a combined cost of $1,184,000,000, to say nothing of passsenger trucks, depots and employes, at an expense impossible to calculate.

Combine Right Kind Of Chassis With Right Body

W. R. Chandler, of the Hayes-Diefienderfer Company and an authority on motor transportation, expects to see a big increase in the use of motor trucks during the next twelve months.

In New York's metropolitan zone there are at present 35,000 trucks of all types, but opposed to these are 100,000 horses being used in hauling all sorts of merchandise.

The majority of these horses, Mr. Chandler states, will be released from the field of trucking as soon as truck merchants fully realise the importance of combining the right kind of body with the right kind of chassis. In other words, instead of selling a truck chassis and fitting on some sort of a so-called standard body, a more intensive study must be made of each merchant's delivery needs and a proper combination of body and chassis evolved.

The Hayes-Diefenderfer Company, with which Mr. Chandler is associated, has worked for years along these lines, and in the light delivery field they occupy an enviable position. The bodies this concern specialises in are made by the Babcock Company, of Watertown, and are unequaled in commerical work.

The chassis on which Hayes-Diefenderfer mount their famous Babcock bodies is made by the Olds Motor Works of Lansing, Michigan, one of the important units of general motors.

This chassis is fitted with a Torbensen Internal gear drive, by which the load is carried on a drop-forged dead axle. And here Mr. Chandler states that the dead axle still remains best for carrying dead weights just as in the horse-drawn type of truck. This chassis has a wheelbase of 128 inches, and bodies of 96 to 108 inches of loading space can be fitted back of the driver's seat. It has a capacity of 1,500 pounds, which meets all ordinary requirements.

VISIT GOODYEAR PLANT

On the occasion of the annual reunion of the members of the Ohio State Assembly, held in Akron, Ohio, on invitation from the chamber of commerce of that city, the assemblymen visited the great tire companies of the city, and many of the lake resorts nearby. During their stay they were banqueted by the Goodyear Tire and Rubber Company in the company's spacious office dining room. As a practical souvenir each assemblyman was given a Goodyear tire saver kit—a collection of tire repair accessories always acceptable to the motorist President F. A. Siberling, of the Goodyear also entertained the lawmakers at his magnificent estate, Stan Hywet, near the city.

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"Perfect in Every Part"

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MODEL "K" 4¼ H.P.

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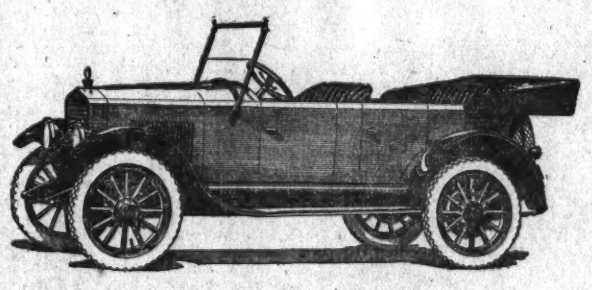

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ESSEX MOTOR CARS DETROIT USA

is bought by men who have never seen it !

There is a strange and strong interest in the Essex which we have not been able to fully explain.

You hear the most sincere endorsements for its qualities from men who have never even seen the car. We believe that more than half a million people now do intimately know the Essex, but that does not account for what is being said about it in remote communities where no Essex car has yet appeared.

Distributors report having received orders by mail from persons who say they have heard so much about the Essex that they know it is the car they want. With so many thousands making the Essex the standard of their automobile desires, there is some explanation for the confidence evidenced when men send their money for a car they have never seen.

Surely It Is Not Because Of What We Have Said

All that you have heard about the Essex is what others have said for it. We have made no claim for it. We have published no descriptions. We have not said it is a better car than any other. We have not even intimated that its performance excels the performance of other cars. But on all sides you hear it compared to cars you know favorably and in most cases to the advantage of the Essex. There can be but one explanation for that, and that is, the Essex must through sheer merit have won the admiration of those who have seen and ridden in it.

Then It Must Be What Others Are Saying

In every community some one car is recognized as leader. It is not just any car of a given make but an individual car that holds the best record for speed or acceleration or hill climbing. You must know some car in that way. And haven't you heard men attempt to explain the Essex by comparison with that car ?

That is the way in which its riding qualities are described. Its finish and beauty are likened to similar qualities in other cars that people know favorably and well.

In attempting to explain the reason for the way in which the Essex has been accepted we return always to the car itself. It must have qualities men have wanted. It was our aim to meet that demand. We wanted it to have the advantages in economy of cost and operation of the light cars and to also have the endurance and performance as well as the appeal to pride which have been exclusive to costly cars.

Its Sales Now Prove It

Essex sales have been in excess of deliveries from the very day the car was announced. The production now approximates 100 a day but does not begin to meet the needs. If what others are saying carries the same conviction to you as it does to others, then you must sooner or later want an Essex. It is best to decide early.

Made in the same factory as the famous Hudson Super-Six

Ask us for a demonstration

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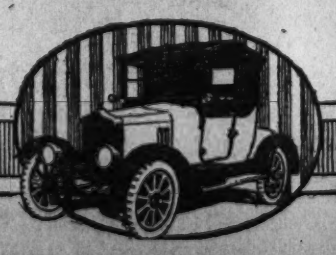

Far East Is Now Supreme In Crude Rubber Production

Brazil Loses And Orient Now Is Base Of World's Supply; Great Plantations At Sumatra

The romance of rubber, an industry which in a generation has risen to the highest importance in American business affairs, shows up no more startling fact than the completeness with which the Far East has vanquished Brazil in the race for supremacy in crude rubber production.

Fifteen years ago Brazil was in possession of the crude rubber field, with none to dispute her, and the chief concern of each rubber manufacturer was to get his share of Brazil's crop before it was gobbled up by competitors.

Brazil came to be synonymous with rubber and today the average man still regards the great South American country as the chief source of the crude rubber supply. But in a decade and a half the situation has changed completely and last year the plantations of the Orient produce more than five times as much rubber as Brazil. Brazil's production has been almost stationary for years, but the far Eastern crop is increasing by large percentage every year.

Reads Like Tragedy

The story of the development of the plantations in the Far East reads almost like a tragedy for Brazil, in whose dense forest marches are still millions of magnificent rubber trees waiting to be tapped. But to the economist it is merely another illustration that careful business methods and favorable environment count heavily in the race for success.

Numerous causes have contributed to Brazil's failure to keep up with the stride, among them being a failure to break away from primitive methods of handling the crops, insufficient labor supply and high cost of living in the rubber section and lack of intelligent leadership.

The crude rubber is there and there in abundance, but the cost of getting it to the market is so great and business conditions so unstable and unsatisfactory that capital is not attracted.

United States Plays Its Part

America has had its part in the development of the plantation in the Orient. In the Dutch island of Sumatra at a point just above the equator is the plantation of the United States Rubber Company, which has focused the attention of the rubber world by its vastness. The company has displayed typical American energy in collecting staffs of technical and practical rubber and horticultural experts that are without equal in the plantation fields.

The plantation is the largest in the world. More than 70 square miles of trees growing in stately rows make a picture that stirs the imagination. Although of the same species as the trees in Brazil, none of the trees are wild, careful cultivation marking every step of growth.

Day after day the tapping goes on each tree adding its few drops of precious fluid to the supply of crude rubber for the great factories of the United States Rubber Company in America.

Trees Treated Carefully

Every tree is carefully nurtured, even the seeds coming in for close treatment and study, so as to make sure of producing a rubber of the highest quality.

Fourteen thousand Asiatic and many whites find employment on the plantation, and suffer no ill-effects from working under tropical conditions. Their welfare is the source of constant consideration, and scientists are giving attention to the special problems of the workers' welfare which must be met to keep them well and happy in a land where heat and humidity make conditions hard to cope with.

Much of the plantation has been reclaimed from virgin jungle. Civilisation will in time drive away the wild life, but the section would today furnish great sport for the hunters of big game. Man-eating tigers ferquently make their presence known, and elephants are still numerous, wandering about singly or in herds. The tigers are a boon, for they eat the wild pigs that feed on growing rubber trees.

Elephants Are Pests

But the elephants are a pest at times, for they show a fondness for pulling up the growing trees. Things that crawl are present in abundance, from the harmless little lizards up to the big deadly cobras and huge pythons.

The labor supply is inexhaustible with the uncounted millions of all Asia to draw from, and cost of native living is very low. These conditions, coupled with efficient business methods, assure the continuance of the supremacy of the Oriental field in crude rubber production.

By growing its own crude rubber the United States Company is in a most advantageous position. It handles the crude product from the moment it leaves the tree, and is able to develop a quality and uniformity generally lacking in rubber picked up in odd lots in the open market, and is also able prepare the crude product so as to be best adapted to the special uses to which it is to be put in the manufacture of its tires and the long list of other rubber goods.

Brack-Papa Unhurt; Flies Across Europe

Makes Trip From Turin To London Despite Several Delays

Lieutenant Brack-Papa, pilot of the fast Fiat BR biplane, arrived at Amsterdam on August 5, thus disproving the report that he had fallen seriously injured near Boulogne. The Italian pilot began his trans-Continental trip from Turin in July 11 by a preliminary flight to Rome, which was accomplished in the record time of 2 hours 15 minutes, or at an average speed of 161 miles an hour.

Two days later Brack-Papa left Rome with the intention of flying to London without a stop. He encountered a head wind in Italy, had a rough crossing over Mont-Blanc, at a height of 20,000 feet, and met with low clouds and rain all the way over France. In consequence of these conditions he decided to land on the Villacoublay aerodrome, near Paris. The 1,000 miles from Rome to Paris were covered in seven hours and a half. After a day spent at Paris, Brack-Papa flew to London in one hour and three quarters.

After being weather-bound in London for a few days, the Fiat pilot set out for Copenhagen, Brussels and Amsterdam. When flying between Calais and Boulogne it was necessary to land owing to a fractured intake pipe: This landing was made normally on the Marquise flying ground. Unable to start away again immediately, owing to weather conditions, the pilot remained at Marquise three days, and finally flew to Amsterdam. The machine used for this trip is a Fiat biplane equipped with a Fiat 700 h.p. 12 cylinder engine, and having a maximum speed of 165 miles an hour. It is one of the fastest aeroplanes in existence.

GOODYEAR MUTES WIN

Eight hundred deaf mutes from Akron, Cleveland, Canton and Pittsburg, all members of the National Fraternal Society for the Deaf, held their annual outing at Myers Lake, near Canton, Ohio. Among them were 500 mutes from The Goodyear Tire and Rubber Company, Akron, O. One of the big features of the day's program was a base ball game in which the Akron mutes defeated a team made up from the other cities. In additional to this game a varied program of sports was carried out, embracing practically every form of outdoor athletics.

How To Avoid Accidents

Who is to blame for the numerous accidents that occur every day, the automobile or the pedestrian?

George Stowe, president of the Mitchell Motor Car Company of New York, says the correct reply is "both." He says:

"There are many careless drivers who violate every common sense rule, and there are thoughtless pedestrians who blindly walk directly in front of a machine, trusting in Providence to save them. If the majority of pedestrians were not naturally careful when crossing a street and the majority of drivers didn't unconsciously observe safety first rules there would be hundreds of more accidents every day.

Mr. Stowe has drawn up a few simple "Don'ts" for pedestrians and drivers which he thinks would go a long way toward eliminating scores of accidents. They are particularly applicable in Shanghai and follow:

For Pedestrians

1. Don't step off the curbing to cross the street without glancing both ways.
2. Don't try read your newspaper crossing the street, or stop to argue with a friend half way over.
3. Don't walk behind a street car.
4. Don't try to run if caught between two machines, stand still until the automobiles have passed.
5. Don't try to cross a crowded street if the police signal is set for the opposite direction.
6. Don't cross in the middle of the block.
7. On crowded downtown streets use safety lanes marked on the pavement.

For Auto Drivers

1. Don't turn a corner without sounding your horn.
2. Don't try to talk to some one in the back seat when making a turn.
3. Don't cut corners.
4. Don't get interested in something going on half a block behind you when making a crossing.
5. Don't try to break speed records going around a corner.
6. Don't try to dodge around the left side of a street car to get out of a blockade.
7. Don't try to cut too close to women and children, who are liable to get rattled.

DENBY
MOTOR LORRIES

It Satisfies the Hardest Taskmaster

GOVERNMENT engineers scrutinize every detail and every piece entering into a lorry's construction before authorizing its purchase. Very significant then, that governments should buy large fleets of Denby lorries.

The reason?—The Denby has the power without the unsprung weight of the worm-driven lorries. Exceptional road clearance makes hauling easy for the Denby over roads impassable to other lorries.

Load capacities: 1, 2, 2½, 3½, 5 tons.

Agent: E. W. FRAZAR, Tientsin and Peking

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DO NOT DELAY getting in touch with your local Agent if you desire to secure a TRIUMPH Motor Cycle or Cycle at an early date. Their world-wide and undisputed reputation during the war have created an enormous demand which is being met with every possible despatch. The PEACE TRIUMPH is a triumph of mechanism, simple but reliable.
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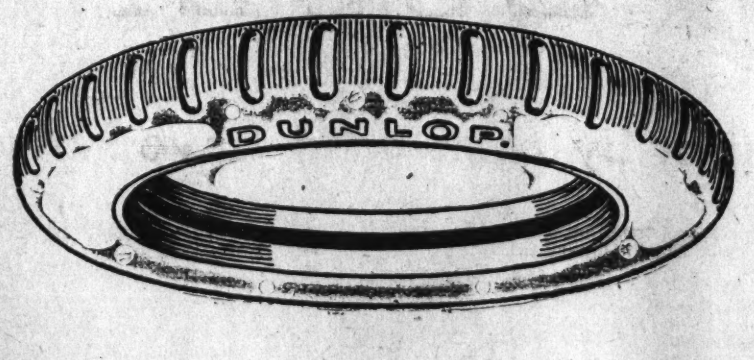

Car-owner or Car-owned?

Many a man is owned by his car — his running expenses are high yet the car is essential to his needs.

That man has an opportunity to review his position in one important respect. He can buy tyres which suit his car; Dunlop Tyres with a margin of strength which will ensure long service and great resiliency, thus saving his pocket in tyre expense and on chassis repairs.

DUNLOP
RUBBER COMPANY, LIMITED
Founders throughout the World of the Pneumatic Tyre Industry.
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MOTOR TRUCK DISPLACES PACK HORSE IN UTAH

Lorries Used On Steep Mountain Trials With Excellent Results

Out near the Cardiff and Price mines in mountainous Utah, if you tiptoe quietly and peek over the corner of the corral you find pack horses dejectedly chewing their cud. They see their end. Their deadly enemy the motor truck has finally pierced their last entrenchments, and has settled down in their strong points with every indication of staying. The motor industry refuses to talk armistice or gentlemanly agreements for divisions of territory.

And all this after our friend horse had thought himself secure. Some months ago a specially built high priced truck made a trip up this trail, but never repeated. The attack seemed too costly. But business must be served, and the way of the inefficient leads to the slaughter house. Now comes the news that a stock Republic Truck that for two years has been hauling freight around Salt Lake City has made the trip and is quite likely to repeat it as part of its regular duties. Mr. Hadley of the Hadley Transfer Company has come back enthused over the limitless possibilities of motor trucking and the stamina of Republic trucks.

"We took that truck off its regular run it has been working for two years, and without any special tuning up and with a full capacity load set it on the toughest bit of mountain work you can find. Twelve of the 22 miles to the Cardiff mine are up a 30 percent grade. Dumping part of our load there but still carrying more than two tons we pushed on the remaining four miles to the Price Mine up a 47 percent grade. There were times when it felt as though we were climbing up the side of a cliff. But the truck never faltered or layed down, kept pounding and sweating its way up and up, the motor humming sweet as a bird.

"This is the first time a stock truck went up this trail and with the exception of one trip by a high priced truck with a special transmission and low gearing it is the first time the trip has been made. Our gasoline and oil consumption was very low and the power traction was wonderful. It was a wonderful demonstration and we feel we will be well repaid to standardise on Republic trucks. We feel that this is the only truck in our fleet of five heavy duty trucks that is capable of doing this work."

Prohibition For Motors

Alcohol in these days has attention from governments in diverse ways. England has had a committee studying the possibilities of increasing the production of alcohol to be used in generating power.

The opportunites discussed by the committee are interesting. Of course, potatoes, artichokes, and cereals came in for attention. But it seems there are less known sources of alcohol. For example, there is the flower of the mahua tree which flourishes in Hyderabad and the central part of India. This flower when sun-dried, contains 60 percent of its weight in fermentable sugar, and apparently is to be gathered by the ton. Then there are the fertile gases of the coke ovens. They are so rich in surprises to the everyday man that it is not very startling to learn they contain ethylens, which, by synthetic processes somewhat developed under the stress of war, may be converted into ethyl alchol.

With the coal beds about to produce alcohol, and the trees of India fairly blossoming with it, the man with a motor car may quiet the fears aroused by the scientists' figures which show that we are in sight of the end of petroleum and gasoline. There is nothing like being easy in one's mind—*The Nation's Business.*

37 Percent Farmers Own Their Motor Cars

Thirty-seven percent of the farmers of Pennsylvania own motor cars, according to announcement made by the State Department of Agriculture. This is an increase of 14 percent in the last two years. The actual number of cars owned by farmers in Pennsylvania to date is 81,505.

ANOTHER USE FOR AIRPLANE

As far as is known The Goodyear Tire and Rubber Company is the first rubber manufacturing concern to have one of its salesmen secure an order for tires by airplane. Frank G. Hart, local Goodyear salesman at Schenectady, N. Y., recently flew in a plane from Albany to Schenectady, landing on a farm just outside the city. The farmer came out to extend greetings to his visitor, who after disclosing his name and line of business, secured an order from the farmer for two tires for his automobile. The tires were delivered the next day by an Albany dealer in Goodyear tires.

Australian Bad Lands Fail To Hinder Buick

Sand Hills Give Car Strenuous Test; Owner Drove 17,000 Miles

Mr. Venning, an enthusiastic Australia, is a commercial traveller Buick owner living in South and uses his car in travelling over all of the Dyre's Peninsula district. Anyone familiar with this district will, without any hesitation, pronounce the roads to be as bad as any in all of Australia. There are miles and miles of sand and "sand hills" that give the constant heavy going that is so trying even to the most powerful motor; great stretches of primitive country roads unusually full of ruts and stumps—the much avoided Mallie Country; and some limestone nonmade roads thrown in to give good measure.

Mr. Venning says:

"I have been driving motor cars for the last nine years. I drove one car, an F. N. over 200,000 miles. I have had a 40 h.p. Delanney Belleville and I am now driving a six-cylinder valve-in-head Buick, 1917 model. I have had my Buick just one year, have covered 17,000 miles and consider it the most reliable and satisfactory car I have driven.

"I have driven 761 miles over the very poor roads of this district on 32 gallons of petrol and 1 gallon of oil; for the first 120 miles of this trip I had six passengers besides myself in the car. Among the party on the whole of the trip was the very distinguished and highly esteemed President of the Australian Commercial Travellers Association, Mr. Ed. Berry, who ranks, by virtue of his position, next to the King among the commercial travelers of Australia.

"I also went from Pt. Augusta West to Pt. Augusta East over what is known as Yorkey's Crossing—this is sixteen miles of drift and; I took five passengers and we did not get out of the car excepting to open gates during the entire trip. I completed this 16 miles of sand drifts in 55 minutes. If any man wants to do it in less —let him try!) I also drove the car from Cowell to Pt. Augusta in three hours 55 minutes, which is easily the record.

"I consider the Buick the best all around car I know of. It is economical, light on tires, uses little petrol and oil—and for performance, I will back my Buick against any car I know of."

LOOSE VIBRATOR

In case the screws that hold the small brass jackets to the vibrator box become worn so that they do not grip any more, do not try to remedy the trouble by using longer screws, as this will probably injure the windings of the coil and ruin the vibrator. The better plan is to put a metal band clear around the box and attach it to the dash with small bolts.

NEW AMERICAN FIRM EXPORTS ACCESSORIES

Overseas Motor Service Corporation Of New York Enters Foreign Field

Announcement is made of the organisation of a new American company to handle automobile accessories in the foreign field. It is known as the Overseas Motor Service Corporation, with offices at 1760 Broadway, New York City.

This American export organisation has established direct factory connections with the following leading manufacturers of accessories, for whom it is acting as export sales offices:

New Departure Manufacturing Co., New Departure ball bearings.

Hyatt Roller Bearing Co., Hyatt quiet roller bearings.

Champion Ignition Co., A. C. spark plugs.

Kellogg Manufacturing Co., Kellogg engine driven tire pumps and hand driven tire pumps.

Moto Meter Co., Boyce Moto Meters.

Minature Incandescent Lamp Works, incandescent lamp bulbs.

Marvel Carburetor Co., Marvel carburetors.

Gabriel Manufacturing Co., Gabriel snubbers.

Jaxon Rim Co., automobile rims: straight side, clincher, and quick detachable.

J. P. Gordon Co., tire and seat covers.

Other equally high grade products will be added to this list from time to time. Ample resources are back of the Overseas Motor Service Corporation and its relation to the above named factories assures prompt and reliable service to the dealer in automotive products.

Needs Of Women Helped To Improve Motor Car Designs

Electric Lighting And Starting Systems And Comfort Features Result

"The growth of the automobile business is one of the most remarkable things in the history of the country's industrial development, ranking next to railroads and agriculture.

"Constant progress has been and is the rule and not the exception in the motor car industry," says Harry S. Houpt, president of the Hudson Motor Car Company, of New York.

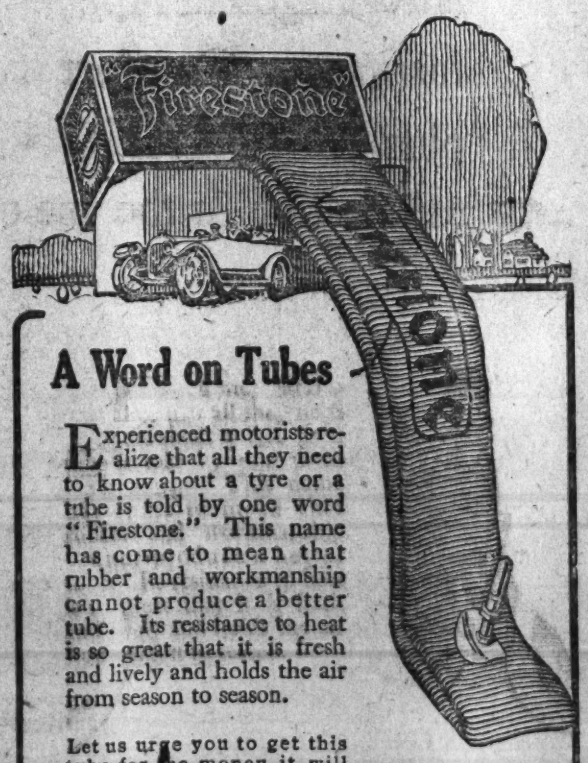
"All of us remember the cars of ten years ago—heavy, cumbersome gas eaters, that cost a small fortune to keep running and then did not run most of the time. Then compare the economical, light cars of today, with beautiful body lines and efficient motors. Cars such as the Essex and Hudson, which cost little to operate, are economical on tires and gasoline and run year in and year out without trouble, are the machines most sought after now. The public is fed up on high-priced cars that are heavy and costly to keep running.

"The best indication of the growth of the motor car industry is the increasing number of women drivers. The invention of the electric starting and lighting system was the turning point in the industry, so far as women are concerned. The number of women handling automobiles before the invention of the self-starter were few and far between. Now we see women driving cars on every hand, and they are universally better drivers than men. They are more careful and in some cases know more about their cars than their husbands and brothers.

"The influence of the fair sex has been felt in more ways than one in the design of automobiles. Cars are now built with the comfort feature as a prime necessity, not as an after-thought. The controls are placed within easy reach, instead of being splattered haphazardly along the dashboard as formerly. The gearshift lever and emergency brake are within easy reach. Gears are shifted with ease now. Formerly it was somewhat of a task to shift without clashing."

THE DRY CELLS

The slightest dampness of the pasteboard covers of dry cells will more or less short circuit them and run down the amperage. Some prudent car owners make cases of sections of old inner tubes and cover the dry cells with these thereby protecting them from dampness.



A Word on Tubes

Experienced motorists realize that all they need to know about a tyre or a tube is told by one word "Firestone." This name has come to mean that rubber and workmanship cannot produce a better tube. Its resistance to heat is so great that it is fresh and lively and holds the air from season to season.

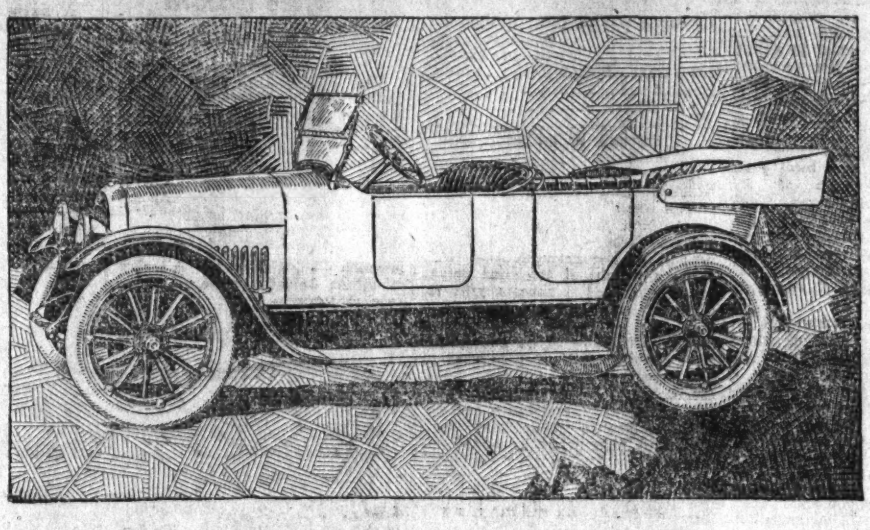
Let us urge you to get this tube for the money it will save in tube bills and the economy it will mean through its superb support of your casings. Weak, leaky tubes are among the worst enemies of tyres. And remember that all we have said is covered by the one word, "Firestone," the "Word of Honor" in tubes or casings.

CENTRAL GARAGE
2A JINKEE RD. SHANGHAI

Firestone

Studebaker

New Model Light-Four



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THE LOW-PRICED QUALITY CAR

Facts that will interest you:

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An easy-riding car;
An economical car to run—very low gasoline and tyre expense;
An amply-powered car;
A light-weight car;
A very simple car;
A convenient car for the owner;
A car tested and proven in every way.

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Tractors Are Big Factors In Transportation Economy

Reduce Haulage Costs And Helps Utilise Surplus Power Of Motor Trucks.

A factor of prime importance in the development of transportation over the highways is the trailer. Unquestionably the trailer has come to stay, and its use and importance will multiply as the nation's roads become improved. So economical has the trailer proven in many lines of haulage that every operator of motor trucks should carefully analyse his delivery in view of adopting trailers.

From the farmer who hitches a two-wheel gig to the rear of his auto and speeds away with ten cans of milk to make the three o'clock train to the contractor who hauls forty tons of crushed stone in trailers with one motor truck's power, business-men everywhere are realising that the principle of the trailer is sound.

Haul More Than It Can Carry.

A striking exapmle of the efficiency of the tractor powers of a motor truck was demonstrated by an eastern street commissioner recently who conducted an experiment to cut down the cost of collecting and hauling garbage from the city to the disposal plants.

Regular horse-drawn wagons were used to collect the garbage from the districts, bringing it to a designated place, where the horses were unhitched and the loaded wagons attached to a five-ton truck. A load of four and one-half tons of scrap iron was placed in the truck body in order to give traction to the driving wheels. The road traveled passed under viaducts, around sharp turns and up steep grades. The total load, including the weight of the trailers, was twenty-seven tons. The test covered a round trip distance of twenty-two and one-half miles and resulted in the city purchasing trailers and disposing of more than half of the horses previously used.

This case is not exceptional. In Detroit a dealer in crushed stone hauls thirty tons regularly with one truck. In Los Angeles recently a trailer-truck transported a forty-ton load over a distance of twenty-three miles; in an Indiana town a two-ton truck pulled a train of six trailers carrying three hundred sheep; and in Chicago recently an enormous dynamo weighing forty-three tons was hanled by one motor truck.

Uses Surplus Power.

The trailer uses the surplus power of the truck's engine which would be otherwise wasted. In addition to carrying capacity every truck has drawing pulling power. If the motor truck operator is not availing himself of the latent power of his truck he is neglecting a factor which might reduce his transportation requirements by 200 or 300 percent.

Motor truck operators must bear in mind, point out the Goodrich Company, the amount a load which a truck can haul behind it in trailers depends upon the conditions of the road and grade met with. For instance, a three-ton truck loaded to capacity ascending a 20 percent grade could hardly haul a single empty trailer behind it, so nearly has its capacity for drawbar pull been reached. But this same three-ton truck spinning along the level street could haul probably twenty-four or even thirty tons.

Many experiments have been conducted to determine the resistance offered by various kinds of pavement and road surface to show the effect on the operation of the motor truck. The following table gives the generally accepted results of these investigations.

Tire Road Resistance.

Table of road resistance of rubber-tired trucks and trailers.

	Road resistance in lbs. per ton.
Sand three inches deep	275-300
Asphalt	20
Wood block	24
Poor brick	25-35
Hard dry clay or gravel	50
Soft Macadam	75
Ordinary clay road	100
Country sand road	150

The effect of grade or incline is determined mathematically. A 1 percent grade requires a 1 percent pull. For example, truck with a gross weight of ten tons driven up a grade of 6 percent will require a force of six-tenths of a ton, or 1,200 pounds. For each percent of grade to be encountered a drawbar pull of 1 percent of 2,000 pounds is required, or a drawbar pull of 20 pounds for each ton. When road resistance and resistance due to grade have been computed, they must be added together in order to give the total resistance offered by the given haulage condition. Say a three and one-half ton truck, weighing seven and one-half tons loaded, must climb a 4 percent grade over an ordinary clay road. The resistance is computed as follows:

(1) Road resistance.

100 pounds per ton for 7½ tons	750 lbs.
(2) Four percent grade resistance, 150 pounds for each 1 percent	600 lbs.
	1,350 lbs.

In other words, it requires nearly 1,400 pounds of drawbar pull to cary the truck up this incline over a country clay road. Compare this condition with that of the level asphalt street, where the total resistance would have amount to 150 pounds.

Poor Contact Hurts Battery, Says Expert

The starting motor takes the current from the storage battery through brushes. It sometimes happens that these brushes for various reasons are not making proper contact, and this means more or less failure of the system. When trouble arises in this system these brushes should be carefully examined. Again, one of the cells of the storage battery runs down before the others, which are therefore called upon to do more work than they are able to handle. Also, a grain of grit or foreign matter may be between the contact points of the switch and may make a world of trouble before it is discovered and dislodged.

Motorcycle Record On Goodyear Tires

The two-hundred mile national championship motorcycle race at the Ascot Speedway, Los Angeles, Cal., was the most spectacular and greatest national championship ever held there.

Ralph Hepburn, on a Harley Davidson shod with Goodyear motorcycle cord tires, established a new world's mile track record for the distance—time, 1 hour 45 minutes 54 3-5 seconds. All eight machines finishing were on Goodyear motorcycle cords.

AMERICN AIRPLANES IN LATIN COUNTRIES

Machines Built In United States Are Popular In South America

South American republice realising the commercial possibilities of the airplane and are recognising that the aircraft industry in the United States is producing better types of airplanes than those made by European builders and used in those countries, according to information compiled by Ernesto Montenegro for the Manufacturers' Aircraft Association. Several countries below the equator are making plans for inaugurating aerial service between the large cities while military and naval aviation is being seriously considered by several Governments.

Mr. Montenegro attributes the interest of the South American republics in American types of airplanes chiefly to the war, which, he says, cut them off for a long period from European markets. On this point he says:

"They were compelled to buy in the American market. That they had not done so before was due to no fault of theirs, but to the mistaken policy of some North American business interests in trying to make the people who live on the other side of the equator buy the goods on terms fixed by them and not as they had been accustomed to do for centuries."

A mutual understanding of each other's business methods grew out of the war, and as a result the Latin American has cultivated a high regard for the United States, he writes. Mr. Montenegro says that several countries have purchased war type of planes and recognised their value.

Mr. Montenegro points out that several months ago the Brazilian Government requested the United States to detail two aviators to aid in instructing Brazilian young men in the science of flying. Lieutenant O. B. James and Lieutenant P. A. Cusacks were sent by the Navy Department, and Brazil has appropriated $500,000 for aviation and is in the market for American-made planes.

The Chilean Government has made plans for aerial lines and has established two naval air stations at Quinteros, near Valparaiso, and Talchinao. Chile also has an army aviation school and is using the airplane in its Weather Bureau. Chilean aviators recently flew from Santiago, Chile, to Mendoza, Argentina, and the incident attracted great notice among the South Americans.

Peru offers a fertile field for American manufacturers, and they are urged to take advantage of it before foreign concerns reap the benefit. Under the auspices of the engineering branch of the army, an aviation school has been started in Peru.

Summarising the situation, Mr. Montenegro warns the American manufacturers that English, French and Italian builders of aircraft are making bids for this trade, and cautions them to adopt business methods satisfactory to retain good-will in South American trade.

Columbia Dry Batteries

Renowned for Faithful Service

If you need quick power for the ignition system of truck or tractor, lose no time in ordering **Columbia** Batteries. They'll renew the spark of life like a flash. For **Columbias** are eager with power. Their energy flows hot—they make things go.

Look for the Eagle Trade-Mark; it is a guarantee of efficiency and service.

Special attention is given to the all-important detail of packing for export.

The Fahnestock Spring Clip Binding Post, shown in the illustration, is a **Columbia** feature that sells batteries. With this Binding Post it is simply a matter of pressing down the spring and inserting the wire—and the connection is made.

Dealers—Immediate deliveries can be made. Write for catalogues and details from

Anderson, Meyer & Co., Ltd.
4 Yuen Ming Yuen Road
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For Greater Safety and Longer Mileage

Fit New-Type Goodyears

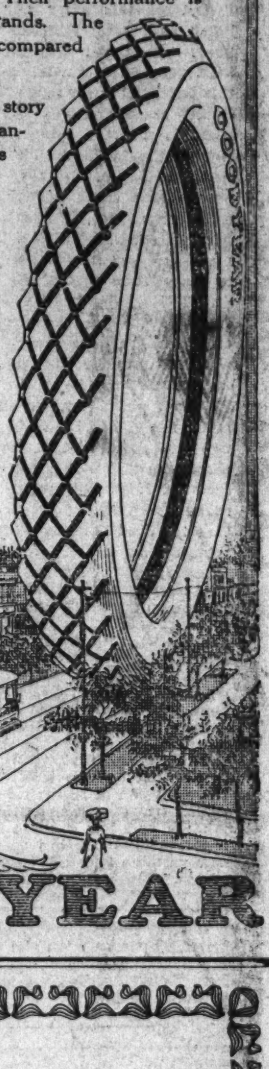
Goodyear Tyres are tested in the *most drastic manner yet devised.* A large number of motor cars—heavy and light, large and small, and all loaded to full capacity—are run twenty-four hours every day equipped with Goodyears.

They go over city streets and country highways—good and bad, in fair and execrable weather, in summer, spring, winter and fall—and their one purpose is to wear out the tyres.

Meters record the mileage. Their performance is compared with that of other brands. The formulas and fabrics are also compared in their results.

The meters tell a consistent story of *Goodyear excellence.* They cannot lie. And countless meters on users' cars tell the same story.

Ask your dealer for Goodyear Fabric & Cord Tyres made in both inch and metric sizes, also Heavy Tourist Tubes.



M-8

GOODYEAR

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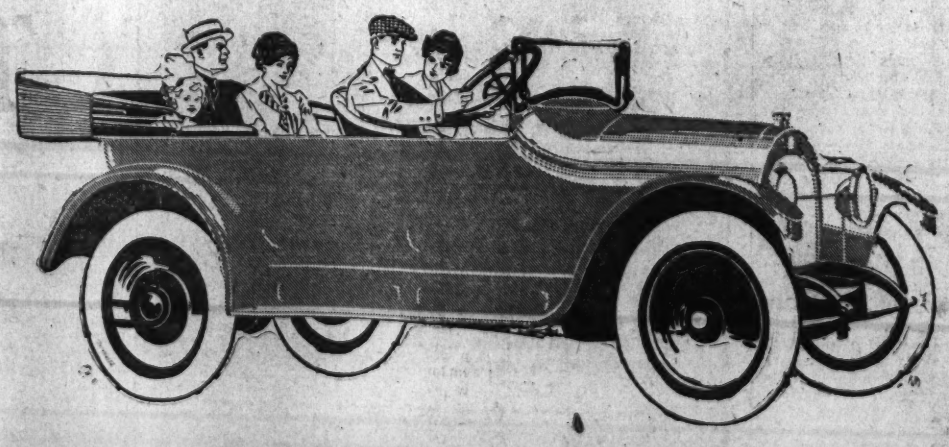
Advantages in Appearance, Performance, Comfort and Price, plus OVERLAND SERVICE, mean *lasting* satisfaction in the use of your car

OVERLAND SERVICE

is founded on a definite policy that aims to eliminate delays, and to keep every Overland owner in full and uninterrupted enjoyment of his car. And the permanence of this service is made certain by an organization of vast resources and unquestioned stability.



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SOLDIERS ARE TRAINED TO BE CAR DRIVERS

U. S. Government Schools To To Help Wounded Turn To Trucks And Passengers Cars

Loss of fingers or a foot is not necessarily a handicap for automobile driving, in the estimation of the U. S. Government, which, through the Federal Board Vocational Training Bureau, is aiding some 200,000 wounded and partially disabled men to find civil employment for which they are fitted.

From the many who took their part "over there" it is anticipated that at least several thousand of those who have been incapacitated for further work in their previous employment, or who never had a set line of employment, will turn to the automobile industry for a livelihood. The Government points to this forecast with optimism as evidence that the increasing demand for help in automobile trades, due to the growing use of cars for pleasure and commercial purposes, can be met, in this way.

Emphasis is laid upon good eyesight, hearing and a freedom from nervous troubles for those who undertake to pilot automobiles. For the returning men from France, Uncle Sam offers this encouragement in regard to chauffeuring:

"It does not usually require much physical strength. Men who have suffered from chest trouble are frequently auto drivers in the Rocky Mountain States. This occupation gives them out-of-doors work that is light and in a good climate in fair weather is highly beneficial and desirable for such persons.

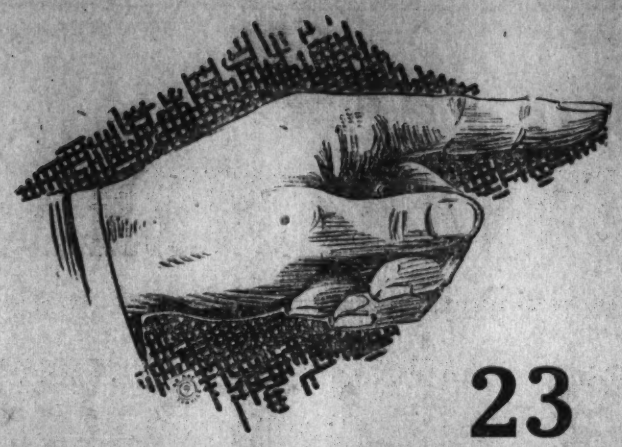
"Auto drivers should have some mechanical training and aptitude so that they may be able to adjust and repair minor defects in their machines. They should learn the roads and routes in their territory and allow a good margin of safety either in loads or speed."

Vocational training offices have been established in most of the principal cities where discharged soldiers who wish to, can receive automobile instruction.

OR PETROL

Five units in the Overland,
Five letters in the Dodge,
As well as Arrow, Spitz and Stutz,
And Buick, Beall and Dodge.

In Essex, Paris, Tyler,
And motor, but alas,
The bunch of fives that knocks us out
Is merely this — NO GAS.



1316 Street Accidents

took place in Shanghai in 1918

23 Killed—293 injured

by MOTOR-CARS and Cycles in the Settlement!

WERE THE OWNERS OF THESE CARS PROTECTED BY AN

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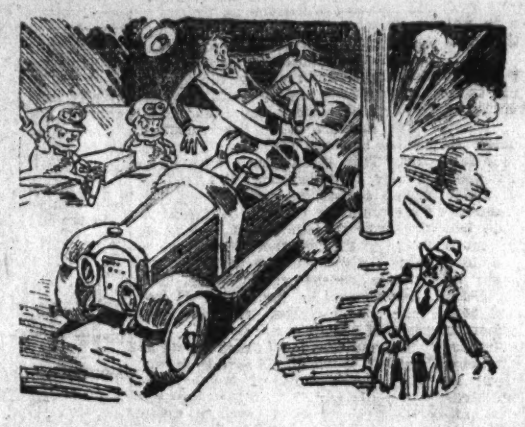
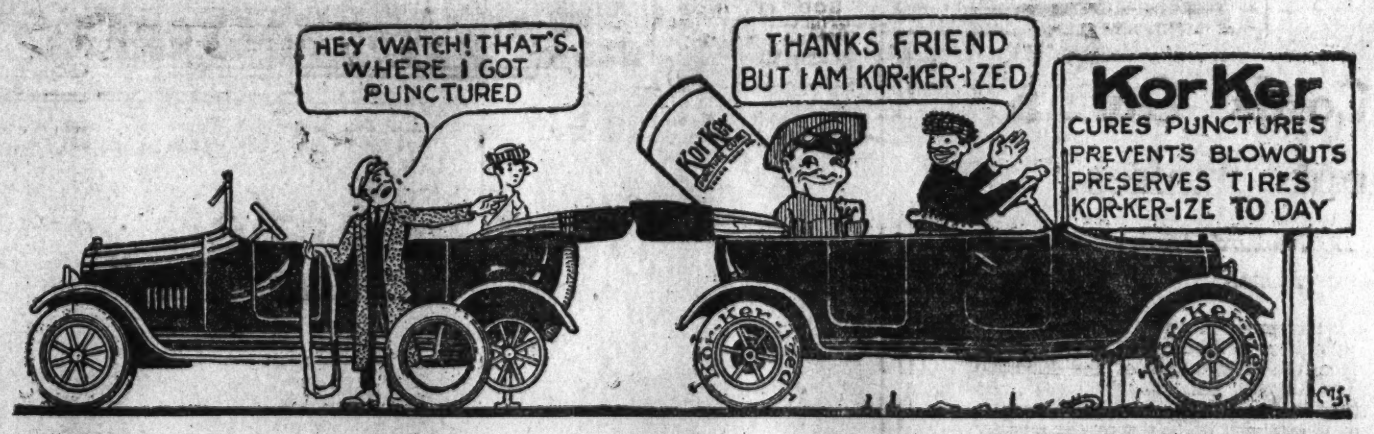


This Policy relieves you of personal loss, liability and third-party claims at a small cost annually. Write for a prospectus.

C. E. SPARKE INSURANCE OFFICE

AGENTS, EXCESS INSURANCE CO., LIMITED



ARE THERE ANY OF YOU AUTOMOBILISTS
WHO HAVEN'T HEARD THE GOOD NEWS?

KORKER PUNCTURE CURE

AMERICA'S STANDARD TIRE TREATMENT
IS A
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KORKER SEALS ANY PUNCTURE IMMEDIATELY AND PERMANENTLY. KORKER FERRETS OUT AND STOPS SLOW LEAKS. KORKER PRESERVES RUBBER, REDUCES BLOWOUTS TO A MINIMUM, KEEPS INFLATION, THEREBY PREVENTING 90% OF TIRE TROUBLES.

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GUNN GIVES HIS VIEWS ON NEW TIRE GUARANTEE

U.S. Tire President Says Company Backs Quality Of Its Product, Not Mileage

By J. N. Gunn
(*President United States Tire Co.*)

Many inquiries came to us at the time the United States Tire Company announced its policy regarding tire guarantees, a policy so entirely different from that which many manufacturers have lately adopted.

Summing up these inquiries they said:

"How on earth can you get away from a definite mileage guarantee in selling tires?"

As a matter of fact, we have made a more definite guarantee. Our guarantee holds good regardless of the mileage a tire runs. But we do not urge mileage guarantees to sell tires. We stress quality.

This policy of guaranteeing against imperfections in materials and workmanship without any mileage limitations is not really new with the United States Tire Company. We have never used any definite mileage basis in making adjustments on Royal Cord tires which we have been manufacturing for four years. Furthermore, for years we have not advertised any definite mileage guarantees on any of our tires.

All Tires On Same Basis

Having seen through a number of years of experience that the public liked the basis upon which Royal Cord tires were sold it seemed the logical thing to do to put all United States tires on the same basis.

Naturally we know how United States tires would stand up in comparison with other tires before we adopted such a policy.

The whole matter appealed to us in this way. We know our factories were turning out as good tires as could be produced under the present are of tire manufacture. Why, then, should we use a guarantee of mileage any more than should a high-class shoe store use one covering the number of miles the finest pair of shoes would last? As long as we have no control whatever over the manner in which a tire is used, it is impossible to name any specific mileage a tire will go. It semeed to us that what automobile owners really wanted was assurance of absolute quality. That is what we believe we are supplying.

We firmly believe that all the manufactures of better grade tires will eventually come to this basis of doing business. Some already have. To us it seems the only way in which to market a high grade product.

Good Quality Gives Mileage

Given the quality of good tires today you will get long mileage if you will take care of them. On the other hand, if you overload your car, under-in-flate your tires, start or stop suddenly, speed around curves, or run with wheels out of line, no tires under the sun will give automobile owners the mileage that manufacturers build into them.

The aim of the United States Tire Company has been to so perfect its method of manufacture that it could provide a degree of quality in its tires which would render the adjustment features one of minor importance to the automobile owner. We believe we have reached that goal.

Therefore we came out with a page advertisement announcing our policy of guaranteeing all of our tires during their entire life without any mileage limitation. Any adjustment that is warranted, due to imperfection in material or workmanship, is gladly made with all the circumstances surrounding the use of the tire being given consideration.

An adjustment on United States tires is backed by the good faith of the oldest and largest rubber manufacturing company in the world.

How To Care For Your Car's Radiator And Cooling System

Too little attention is given the cooling system of his car by the average motorist Beyond refilling the radiator whenever he thinks of it, or when he notices it steaming, too often it never occurs to the car owner that absolute purity and cleanliness must obtain throughout the entire circulating system to get the highest efficiency from the motor.

For instance take the excellent cooling system used on Chevrolet cars. This is composed of a large cellular type radiator and a belt-driven centrifugal water pump. As the circulating pump is connected to the lower radiator outlet, the water is drawn through the radiator before being delivered to the water jackets surrounding the cylinder walls. This insures a proper circulation of cool water at all times, regardless of speed of the engine.

The radiator at all times should be kept full or trouble is sure to follow. It is a good plan to form the habit of inspecting and filling the radiator each time before the car is taken from the garage. On long trips examine the water supply quite frequently. Consider, always, that the proper amount of water is as important as your supply of petrol and oil. It is well to examine the water supply every time a stop is made for oil or petrol. Always use clear water. If rain water can be had, use it, as less scale or deposit will result.

Keep the cellular openings clean. Never allow mud to remain in them, as it cuts down the radiation and prevents proper cooling. The whole circulating system should be flushed out occasionally. Because of the simplicity of Chevrolet construction this is easily done by disconnecting both the upper and lower hose connections, allowing fresh water to enter the filler neck and flow down through the radiator and out the lower hose. The motor water jackets can be flushed out in the same way. Scale or deposit formed by using hard water should be removed quickly. A half pound of lye dissolved in about five gallons of water makes an excellent solution for this purpose. Strain the liquid through a cloth and pour in the radiator. Run the motor for about five minutes and then draw off the solution through the radiator drain cock. Refill again with fresh water and drain off so as to cleanse the radiator thoroughly. Any chemical stronger than the above solution should not be used.

It is a good plan to open the radiator drain cock once a week and let the water and accumulated dirt run out, flushing the radiator with fresh water before refilling.

Another important point to keep in mind is never to put cold water into the radiator while the motor is hot. If the motor is not allowed to cool for a few minutes before filling the radiator, there is danger of the cylinder head cracking. A little forethought here may save a repair bill.

Given the care, outlined, there is small danger of any serious radiator trouble, and the cooling system will be able to perform its service most efficiently, making for the all-around good performance for which any rightly designed motor car is justly noted."

BODY FINISH

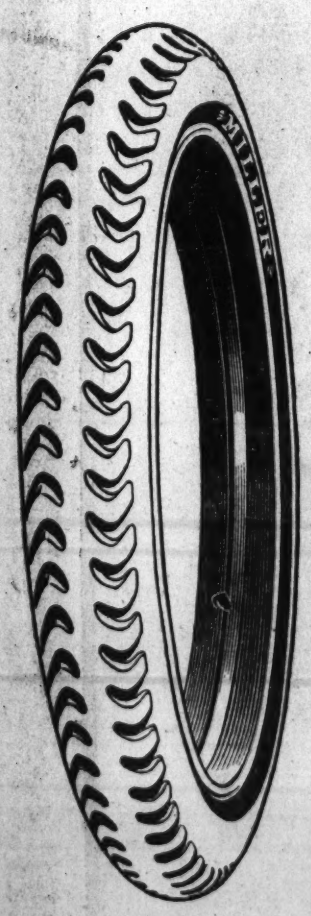
All japanned bodies get dull in a painfully short time after they go into actual service, and this is true of some rather high-priced cars. It is a good plan when the car is new and before it has lost its first bloom to take it to a good carriage builder and have him give it a coat of high-grade coach varnish. Give him plenty of time to let it dry. This will preserve the luster far much longer than it would ordinarily last.

LEAK DETECTOR

An effective method of detecting a suspected leak is to dust a piece of fine wire gauze with chalk or even fine dust from the road and pass it over the suspected area while the engine is running.

How Miller Cords Outran 21 Prominent Makes

A Heroic Tire Contest on 17 Packard 'Buses, Going 78,000 Miles a Month



NO more convincing proof of a tire's supremacy has ever been submitted to the court of public opinion. It comes from the private tests of the Eldorado Stage Company, Los Angeles, Cal. They're one of the largest users of tires in the world. To them it meant a huge sum of money to establish which tire carries a heavy load lightly, and runs the farthest.

Twenty-two leading makes of tires were tested on the Eldorado's seventeen 12-Passenger Packards They travel an average of 153 miles daily—a combined distance of 936,000 miles a year. That's more than 37 times around the world.

Proof of Uniform Mileage

This is the "Service de Luxe" for which the Miller Tires competed and won. Their victory was based—not on exceptional mileage of a single casing—but on long distance uniformity, tire after tire.

Once the burro was the only transportation where today this grand fleet carries thousands of passengers between Los Angeles, Bakersfield and Taft. Here Nature has painted with lavish hand a wide panorama of peaks, canyons, rivers, verdant hills and valleys.

Parlor Car Comfort

Next time you visit California don't miss this enchanting trip—made in parlor car comfort in an Eldorado stage running on buoyant Miller Cord Tires.

All Millers are uniform because their workmanship is uniform. The Eldorado tests have reaffirmed it.

THE MILLER RUBBER COMPANY, AKRON, OHIO, U.S.A.

Miller GEARED TO THE ROAD **Tires**

UNIFORM MILEAGE

SOLE AGENTS

DODGE & SEYMOUR (China), LTD.

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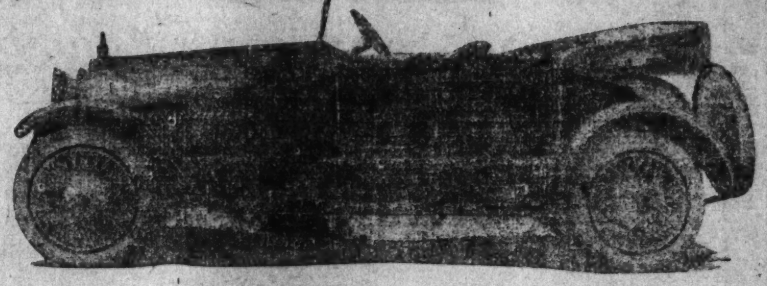
TWO NEW CARS FOR SHANGHAI MARKET!

HAYNES — AMERICA'S FIRST CAR — REG. U.S. PAT. OFF.

HAYNES



The "Fourdore" Four-Passenger Roadster Model 39 ("LIGHT SIX").

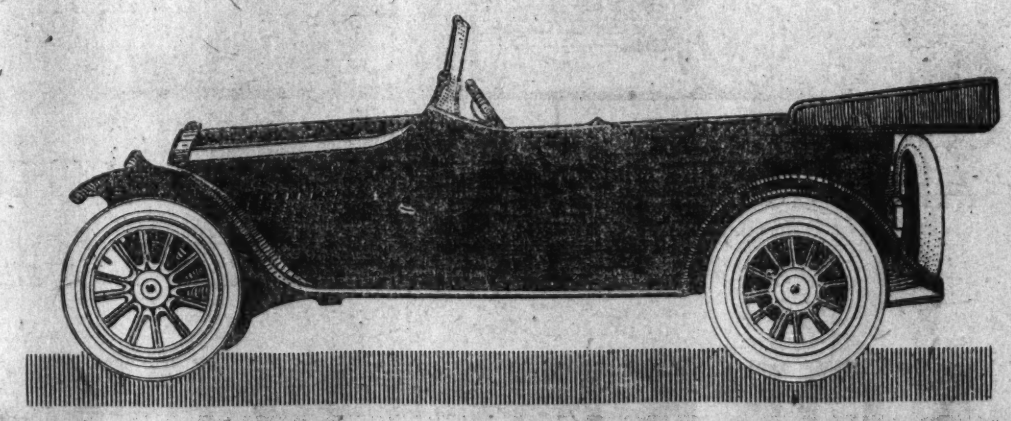
Low-swung and racy in its dominant eye-arresting proportions, the new Haynes' "Fourdore" commands unbounded admiration. It ushers in the latest refinement in this popular model. Easy and extremely comfortable to ride in, it offers decided advantages over the usual run of roadsters.

Seven-Passenger

The seven-passenger car, externally beautiful, is but one of its appealing virtues. It is constructed to provide unusual room without surplus weight. The auxiliary seats are ample for grown-ups, and disappear when not in use.

OAKLAND

"Sensible Six"



There are more than 100,000 enthusiastic Oakland owners in the U.S.A., satisfied with the efficient and dependable performance, combined with economy of operation and maintenance.

Call and inspect these latest models; they are something different to what you have been used to seeing—away above the ordinary.

The China Garage Co.

21 FOOCHOW ROAD

TELEPHONE, CENTRAL 2403

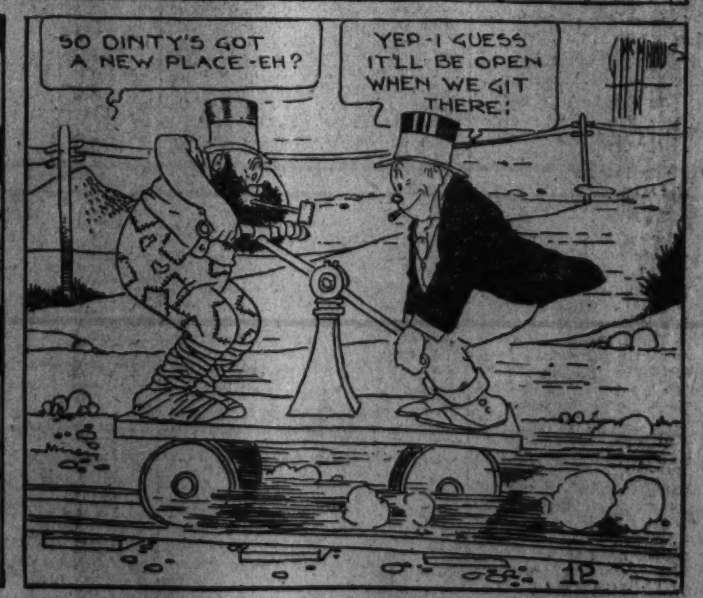
Sporting and Comic Picture Section
Sunday, September 28th, 1919

Bringing Up Father

MRS. JONES AND I ARE GOING TO SEE A WONDERFUL HERMIT WHO LIVES IN A CAVE ON THE MOUNTAIN·
I'M GLAD I DON'T HAVE TO GO AS I'M TIRED OUT!
2

NY· WHAT AN ODD WAY TO LIVE!
HOW DO YOU MANAGE TO LIVE?
OH! I SPEND ME LIFE IN THINKIN' AN' TRY TO TEACH PEOPLE TO BE BETTER· I CHARGE A DOLLAR A LESSON· YOU KIN BUY ME PHOTO FOR A DIME·
3

WHY THAT CASE IS ALL FORGOTTEN· THEY WOULD NEVER ARREST YOU NOW· IS THERE A BACK WAY OUT OF THIS PLACE?
SURE· I FIXED SOME STEPS BEHIND THE CAVE FOR A GITAWAY IF THE COPS GOT AFTER ME!
11



SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, SEPTEMBER 28, 1919

LAWN BOWLERS GUESTS OF CLUB

Yangtszepoo Members At Home To Players Of Other Organisations

TEAM TO LEAVE TUESDAY

Those Going To Hongkong Will Be Captained By F. L. Marshall

The Yangtszepoo Lawn Bowls Club members were at home to all the other clubs yesterday and despite the poor weather quite a large number of players and their lady friends attended. An excellent afternoon's sport was enjoyed and at the conclusion Mr. W. T. Bissett, acting for the Club's president, Mr. Aitkenhead, introduced Mrs. Brankstone who gave away the prizes. Mr. Bissett mentioned with quite legitimate pride that the Club had not only won the Shanghai single championship but had also succeeded in getting the open pairs. Mr. A. M. McGregor took the Single's honor while Messrs. Archie Taylor and F. Ferrier the Pairs.

The summary:

Cup kindly presented by the Club Captain for:

Singles Championship Competition
1st Prize—Mr. F. Ferrier.
Runner Up—Mr. J. Shaw.

Cup kindly presented by the President for:

Singles Handicap Competition
1st Prize—Mr. F. Lloyd.
Runner Up—Mr. R. Dorrance.

Pairs Competition
1st Prize—Mr. A. M. McGregor and Mr. M. B. Anderson.

Drawing to Jack Prize by Hon President. Winner: Mr. A. S. Allan.

Points Game
1st Prize—F. Ferrier.
Runner Up—J. Buckley tied, R. C. Aitkenhead tied.

Ladies' Competition
1st Prize—Mrs. Ephgrave.
2nd Prize—Mrs. Chilvers.
3rd Prize—Mrs. R. C. Aitkenhead.

Rink Competition
1st Prize—G. L. Campbell, R. Dorrance, G. Bloom, A. Sharp.
Runner Up—F. Ferrier, W. T. Bisset, Featherstonhaugh and J. Munro.

The Recs are having a big Lawn Bowls day today on their own rinks. It will be the wind up of the season. President Lucas is praying, and has been praying, for fine weather so that all the ladies and gentlemen will be able to turn up and not only enjoy the games but also appreciate the excellent lunch that is to be served at one o'clock. The tourney start at ten o'clock this morning.

Interport Team Leaves

The Shanghai Interport team that will play at Hongkong sails at daybreak on Tuesday. Mr. F. L. Marshall will captain the team, and the following four will be the Shanghai representatives: Messrs. J. C. Macdougal (skip), A. Taylor, A. W. McCallum and A. A. Malcolm. Mr. G. Mc Murdo goes with the team. On the return of the team a dinner will be given in the Shanghai Club so the players are required to bring back that flag. They carry with them the best wishes of all lawn bowlers.

Football Gossip

(By Domino)

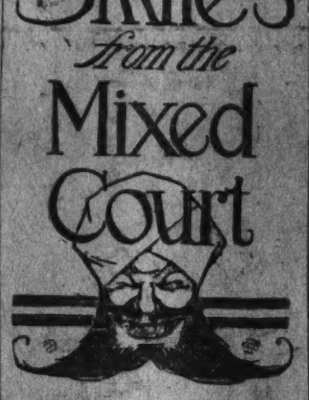
The "Whizz Bangs" is the designation given the new sporting club that Mr. R. R. Jones has been instrumental in bringing together. The club is to be composed of all returned soldiers and sailors of the Allies.

For the present the club will devote its whole attention to football and the players are going to do their very best to annex that Skottowe Cup, so Messrs. Crookdake, Craigie Ross and Lucas had better get their teams in order to stop the way to victory. Jones is working hard to gather all the fellows in to a meeting to be held at the Palace Hotel tomorrow at 5:30 p.m. Captain Morton has kindly loaned a room for the club and the players can have it just whenever they need it.

The Club has already entered the First League. At present there are a number of players ready and eager to don shorts and jerseys and they come with good reputations.

If this should catch the eyes of any returned soldiers then let it remind them that they are all expected at the Palace tomorrow evening. Maskee whether they are players or not their interest will make the club go big. There will be a trial match on Tuesday afternoon.

Smiles from the Mixed Court



Systems of accounting and cost keeping are all right for dealers in prunes and shoes but for those who wound conduct public establishments where poppy juice may be smoked they are dangerous.

The police had suspicions that No. 365 North Szechuen Road was pandering to those with the opium habit. They arranged a raid on that particular place early this past week and duly entered without warning. But it so happened that no one was there but the woman who called it her home. To be sure, there were numerous pipes and tins and other paraphernalia lying around but the proprietress was in a fair way to establish her claim that these were but a collection of curios that she liked to keep as reminders of the good old days now gone. Casually, however, one of the patrolmen happened upon an account book lying handily upon the center table. He opened it and there spread where the world might read was the record of all the opium transactions, with the names, addresses and credits for the past many weeks. Many of the customers were known to the police. The majority of them were ricsha coolies.

The proprietress accepted her sentence of $30 or one month from the Mixed Court the next day without a word.

A Sense Of Touch

Zien Ah-foh has an acute sense of touch. He was standing in a crowded Broadway tram car at noon Tuesday when he suddenly felt a hand, not his own, stealthily slip into his pocket. Displaying no panic, he seized that member and vigorously twisted it. The hand belonged to one Li Doong-sung, who after this treatment showed no disposition whatever to struggle. He had an opportunity in the Mixed Court to explain and did so. He had merely bumped into the complainant and never touched his pocket at all. The lame wrist belied him and the records showed that he had been convicted of pocket-picking four times before. The Assessor and Magistrate were skeptical and agreed that six months in prison followed by expulsion from the Settlement was the proper allowance.

Moral Suasion

The Beggars' Guild has a dignity to uphold just as any other layer of society, so beware of offending one of its members! That is the advice of Tsang Wan-chung following an experience he had three days ago.

The mendicant in question was manifestly a professional so Tsung was not one bit stirred to pity. In true beggarly fashion the man persisted in shaking his own hands until Tsung reached in his pocket and gravely presented him with one cash. Tsung thought it a good joke and the beggar's statement that one copper was the minimum only added to the enjoyment. That appeared to be the end of it. Fifteen minutes later, however, the recipient of the one cash returned with his gang, six other husky men, and had it not been for the timely arrival of a Chinese patrolman it may have been that Tsung would not have appeared Friday in Court to explain the circumstances.

As it was he bore various marks and bandages. Beggar No. 1 and all of the gang except one had got away. The lone man who had had a minor part in the mauling was sentenced to 14 days.

A Little Child Led Him

Fong Ah, a barber had a way all his own of acquiring the things that he wanted. There was a small boy, son of another barber, playing around the shop. He and the boy were good friends.

"Just run in there and get me that tin box," he said one noon when most of the people were at lunch, pointing to the inferior of his employer's home. Obediently the youngster complied. Fong Ah removed the $00 cash and $3.70 silver and various other valuables and sent the boy back with the box. It was such a matter-of-fact sort of a transaction that the child almost forgot. Close questioning, however, brought out the story. As a result Fong Ah was sentenced to one month.

INDOOR SPORTS By Tad

THE DEALER WILL USE ALL THIS DOPE ON THE NEGAWN PLUNGER LATER
OH I KNOW — I SEEN WILLARD AND I KNOW A BLOKE 'AT KNOWS HIM PERSONALLY — HE'S BIGGER THAN ALVY — GET ME? NOW HOW YA GONNA LICK HIM
YEP — I'LL SAY SO
THAT DUMB-BELL ALVIE IS YESSIN' BOTH SIDES IN THE ARGUMENT AN' LICKIN' UP THE OLD 2¾ P.C. AS FAST AS THEY BUY IT
ALVIE IS A TOUGH DUDE — HE COULDN'T LICK HIS WEIGHT IN RABBITS
EVERY NIGHT ALVIE HAS SOME DODO BUYIN' FOR HIM — I'D RATHER HAVE HIS LUCK THAN A LICENSE FOR SECOND STORY WORK
HOW COME?
INDOOR SPORTS
LISTENING TO THE BOXING AUTHORITY OF THE VILLAGE TELL THE MOVING PICTURE ACTOR ALL ABOUT THE FIGHT WHILE ALVIE THE YES MAN DRINKS IN EVERY WORD ETC

At The Theaters

Charlie Chaplin is seen in "Sunnyside," his newest million-dollar comedy, in the role of a farm hand and country hotel porter. This is the newest of his long list of menial jobs, the grotesque acting of which have won him success. Successively he has been a paper hanger's helper, janitor at a bank, a baker, a sailor, a soldier, etc.

In "Sunnyside," which will be seen at the Apollo Theater, commencing tomorrow night, he blossoms forth as a hired man and general chore boy on a farm far into the country. Here, while working under a hard task master, he manages to worst a city dandy in a race for the love of a pretty country maid.

At the Apollo matinee today the western drama "Go-Get-'Em-Garringer" will be presented and tonight the principal offering will be the comedy drama, "The No-Good Guy." Tonight's bill includes another series of news pictures of events in various parts of the world and a Lonesome Luke comedy.

"Hearts of the World," the production which has been ranked as D. W. Griffith's greatest triumph, will be shown twice today, matinee and night, at the Olympic Theater. It has been pronounced an even more wonderful production that Griffith's "Intolerence" which recently was produced at the Olympic.

The Korean company of players who have scored heavily since their appearance at the Isis will give another performance at the theater tonight in addition to a moving picture program. The Korean performances with pictures will continue on the Isis bill tomorrow.

At the Victoria Theater Blanche Sweet appears as star tonight in what has been called one of her best pictures, "The Thousand Dollar Husband." On Monday and Tuesday an all-Chaplin program will be presented at the Victoria.

Episodes of the serial picture, "Tiger's Trail" will be shown at today's matinee at the New Helen Theater and the main offering of the bill tonight will be the five-part drama "Her Life and His."

Harriers Run

The Shanghai Harriers' Club had its first run of the season yesterday afternoon. In spite of the weather a large pack turned out, including several new men. Among these were some of good promise. The run was for a little over four miles, starting from the club headquarters in Kiangwan Road and stretching along toward the race course. Next Saturday there will be another run in the same district and it is expected even more will turn out.

New York Starts Fight To Force Out Ban Johnson

Yankees Obtain Injunction Halting Head Of American League From Interfering With Carl Mays

New York, August 7.—The crash has come in the American League baseball war. The controversy growing out of the suspension of the pitcher, Carl Mays, has developed into a fight which threatens the enforced resignation of Byron B. Johnson, organiser and President of the league since its inception in 1900.

Yesterday the New York Yankees obtained an injunction restraining Johnson and his umpires from preventing Mays fulfilling his contract to pitch for the New York Club, and enjoining the St. Louis Browns and Cleveland Indians from refusing to play with the Yankees on the ground that Mays, a suspended player, is in the line-up.

But the owners of the New York Club have not stopped here. They are carrying their fight on Johnson to its logical conclusion and have asked the other owners in the league to meet at the Hotel Biltmore next Monday to go over the whole situation.

Col. Ruppert and Lieut. Col. Huston have lifted the affairs of the league right out of Johnson's hands. The President of the organisation has been appraised of the coming meeting and has been invited to attend, if he so desires.

In a statement explaining his action in taking the Mays case before the courts, Col. Ruppert, made it clear last night that he is going the limit in ridding baseball of what he termed arbitrary action which is detrimental to the owners and players and the best interests of the sport.

The notice sent by the owners of the Yankees to the other club owners reads as follows:

"Under compulsion of the action of the President of the American League as to the Mays controversy, we have under advice of counsel been obliged to initiate legal proceedings to enjoin him or any club influenced by his threats from doing acts to the irreparable injury of our organisation and yours as well, when the occasion should arise in your case. Now that these proceedings have been begun, we desire to meet you in the most friendly spirit, and accordingly invite you, as we have invited the other clubs of the American League, to discuss the subject fully with us at the Hotel Biltmore on the 11th day of August, in order to lay before you information which will make it abundantly clear to you that our action was essential for the protection of our respective interests in our several club organisations, and for the welfare of baseball.

"We have likewise invited the President of the American League to be present at such meeting. Kindly reply."

The following telegram was sent to Ban Johnson:

"We have sent the following communication to all the clubs of the American League. We invite you to be present to hear what is said and also to be heard if you so desire."

Supreme Court Grants Injunction

The injunction obtained by the owners of the Yankees was granted by Justice Robert L. Luce in the Supreme Court, and names as defendants Byron B. Johnson individually and as President of the American League of Professional Baseball Clubs, and the St. Louis American League Baseball Company and the Cleveland Baseball Company.

The two baseball clubs named are the teams which meet the Yankees at the Polo Grounds up to Aug. 12, the day set for the hearing in court on the injunction. This is the day following the date set for the meeting of all the American League owners at the Hotel Biltmore.

The injunction reads in part as follows:

On the summons and complaint herein the affidavit of Carl W. Mays, the two affidavits of Harry H. Frazee and the affidavit of Harry L. Sparrow, all verified the 5th day of August, 1919, and the affidavit of Charles H. Tuttle, verified Aug. 6, 1919, let the defendant show cause before this court at a Special Term, Part I, thereof, to be held in the County Court House, Borough of Manhattan, on the 12th day of August, 1919, at 10 o'clock in the forenoon thereof, or as soon thereafter as counsel can be heard, why defendant, Byron B. Johnson, both individually and as President of the American League of Professional Baseball Clubs, his agents, umpires and employes, and the agents, umpires and employes of the said league, should not be enjoined, during the pendency of this action, from interfering with the performance of the contract between the plaintiff and said Carl W. Mays, and from interfering with the established schedule of games between the plaintiff and the other members of the American League and from suspending or threatening or attempting to suspend said Mays as a player of the American League on account of any alleged misconduct of said Mays not in the immediate presence of the defendant except after charges duly served and an opportunity to be heard; and let the defendants, St. Louis American League Baseball Company and the Cleveland Baseball Company, show cause at the time and place abovementioned, why they and each of them, and their officers, agents players and employees, should not be enjoined during the pendency of this case, from interfering with the performance of the contract between the plaintiff and the said Carl W. Mays or from refusing to play with the plaintiff according to the established schedule of games on the ground that the said Carl W. Mays has been suspended.

The owners of the New York team have been too busy fighting Johnson to play any baseball games, yesterday's affair with the St. Louis Browns was postponed on account of wet grounds. But a double-header is scheduled for this afternoon, and Carl Mays is slated to pitch one of the games. It remains to be seen whether Ban's umpires will run the risk of contempt of court by declining to call the game or whether the Browns will refuse to play and start the boycott threatened by Frank Navin of the Detroit Club.

The scene of battle now shifts to the diamond itself and the next engagement in the war may be fought out at the Polo Grounds.

Rowing Notes

With only a month's training before the coming regatta it is high time that all boats get going regularly, and we hope very much to see all the boats that expect to enter for the Hong trophy out this week. So far only one boat has put in an appearance, and that one not too regularly.

The Invitation fours should prove to be one of the most interesting events, and the Jiangdaws and Moon crews have been out practicing regularly. The crews are as follows:

Jiangdaws—(bow) Brown, (2) Macdonald, (3) Harder, (stroke) Campbell.

Moon—(bow) Anderson, (2) Edwards, (3) Muller, (stroke) Ericson.

The Rhoda crew has not yet been definitely chosen.

There will also be an Invitation eights race between crews representing the houseboat Moon and the Ex-Fire Brigade.

This should be a very even race, and good time ought to be made with favorable conditions. The crews are as follows:

Ex-Fire Brigade—(bow) Wallace, (2) Jones, (3) Haskell, (4) Evans, (5) Bertes, (6) Jensen, (7) Harder, (stroke) Brown.

Houseboat Moon—(bow) Anderson, (2) Campbell, (3) Edwards, (4) Neprud, (5) Macdonald, (6) Woodfield, (7) Muller, (stroke) Ericson.

Haskell has the American International trial four in hand and we hope to see more of this boat and the English boat the coming week.

FALL RACE MEETING STARTS NOVEMBER 10

Three New Events On Program; Changes In Other Races

The annual autumn race meeting at the Shanghai Race Club will be held on Monday, Tuesday, Wednesday and Saturday, November 10, 11, 12 and 15 and entries for all events close at six o'clock on October 13.

Several changes are made in the races, The Consolation Cup event on the third day, the Manchu Stakes and Nil Desperandum Cup race have been taken from the program and the Bubbling Well Cup, Jessfield Cup and Wayside Cup events will be substituted.

The Sycee Stakes race this year will be seven furlongs instead of three-quarters of a mile and the Jockey Cup event will be a mile and a quarter instead of the usual one mile.

Racing At Kiangwan

Entries for the 57th meeting of the International Recreation Club will close on Tuesday Evening at 7 o'clock at the club house, 128 Bubbling Well Road. Entry forms may be obtained from Mr. V. S. Day, secretary. The races will take place on Wednesday, October 8, and Friday, October 10.

POLICE ELEVEN LOSES TO RECS

Gets But 32 All Told With S.R.C. Scoring 154 For Seven Wickets

S.C.C. PLAYERS HIT HARD

'A' Team Wins Close Game From 'B' Eleven; Parsees Beat Customs

The Recreation Club was at home to the Police team yesterday afternoon and although the weather tried hard to put a stop to things, had no difficulty in winning by 154 runs for 7 wickets against 32 all told.

Cooper won the toss and decided to bat first, sending in Milner and Ellis to face Wainwright and Sale. Milner's life was short and sweet, Bhoora's was very little better, but when Gussie White and Ellis got together they made the going great. These two players added thirty odd between them when Sale found Ellis' wicket.

Ryton joined White and another good stand was made, White, though, having to take the count first after having garnered in 38 runs in good style. Gussie gave few chances and his innings taken all round was great. Walter Wilson and Ryton got going and the good odd warrior collected 17 before Wainwright got him guessing and sent him to the pavilion. Manley and Wallace were going very strong when Cooper decided on tea. It was at this stage that the weather made another attempt to stop play but was defied by the cricketers who, after a snack were out again, Wainwright and Barrett with the willows determined to make more than what the homesters had collected.

Barrett Has Off Day

Barrett had an off day and before going very far was nicely caught by Bhoora to Wilson's bowling. Wainwright, for the Police, was the only one able to take liberties with Wilson and Bhoora and, out of the 32 put up by the Police, contributed 19. Wainwright's was the last wicket to fall, the Police being short of two men. He was well held by Milner. Wainwright put up a good fight but Wilson was too strong and the Police had to admit an easy win for the homesters.

Fielding was good all round Barrett's holding of Ryton at mid-on being one of the features of this season's cricket. Walter Wilson with his six wickets for 13 runs has something to be proud of. Four of the six were caught off their hands or arms the ball, for all it being a wet wickets, kicking high each time.

All five bowlers of the Police team drew blood. Cameron with one for ten, Sale with two for 22, Rock with one for 12 and Sam Isaacs, no relation to the well known Sam Isaacs of London fame, with one for 15, all ran each other close for the honors.

S. R. C.

F. Milner, b. Sale	4
T. J. Ellis, b. Sale	18
C. H. Bhoora, c. Sale, b. Wainwright	6
A. V. White, c. Fairbairn, b. Lock	38
R. T. Ryton, c. Barrett, b. Isaacs	24
W. E. Wilson, b. Wainwright	17
H. J. Cooper (Capt.), b. Cameron	9
W. T. Manley, not out	16
T. Wallace, not out	11
T. W. R. Wilson and R. Phillips, did not bat	0
Extras	11
Total	154

Bowling Analysis

	O	M	R	W
F. Wainwright	15	–	84	2
C. Sale	10	3	22	2
S. Isaacs	6	1	15	1
E. C. Lock	3	–	12	1
J. Cameron	2	–	10	1

S. M. P.

F. L. Wainwright, c. Milner, b. Wilson	19
E. I. M. Barrett (Capt.), c. Bhoora, b. Wilson	4
W. Fairbairn, b. Wilson	2
J. Watson, c. Bhoora, b. Wilson	1
E. C. Rock, c. Ellis, b. Wilson	4
J. Cameron, b. Bhoora	1
S. Isaacs, b. Bhoora	0
C. Sale, c. Wallace, b. Wilson	1
Hall, not out	0
Extras	0
Total	32

Bowling Analysis

	O	M	R	W
C. Bhoora	7	–	19	2
W. E. Wilson	6.2	1	12	6

Hard Hitting Is Feature Of Game At Cricket Club

The feature of the Shanghai Cricket Club's scratch match yesterday afternoon on the S. C. C. ground was the good hard hitting of

practically all players. Although the wicket favored the bowlers the batsmen made hay while it tried to rain. Both teams turned out a man short but as it only required the services of the first few men on each side to make the scores, neither suffered from the shortage. The final score was 152-148 with "A" team having the edge.

"B" team batted first and through the medium of Moule, 36, Norman 28 not out, Thomson, 26 and Fox 17 compiled 148 for 7 wickets. Fielding was good and in the bowling department Hansell had the best of it with three for 39. With 148 to make Grimshaw sent out Middleton and Deeks to face Read and Crawford. Middleton succumbed very early but Deeks, who was joined by Clifford continued to play havoc with the bowling. Deeks collected 38, Clifford 33, Leslie, 23. Hayward, who was responsible for the winning hit, 2 not out and Hansell 16 not out were the mainstays of "A" team.

Grimshaw declared the innings closed for 152 just in time for the rain started again immediately after. In the bowling line Read experienced hard luck, having to go without a wicket after more than 12 overs. Fox Crawford, Pearson and Doc Morriss each took a wicket.

The scores:

"A" Team

H. Middleon, b. Crawford	4
S. J. Deeks, c. Moule, b. Pearson	38
W. C. G. Clifford, b. Fox	33
W. H. Leslie, b. Morriss	23
W. N. Hansell, not out	16
A. W. Hayward, not out	2
T. G. C. Pearson, did not bat	—
E. G. Norman, did not bat	—
D. Yates, did not bat	—
R. Grimshaw, (Capt.), did not bat	—
Extras	1
Total (4 wickets)	152

Bowling Analysis

	O.	M.	R.	W.
W. Read	12.4	3	42	—
O. Crawford	5	—	22	1
J. Pearson	6	—	23	1
H. Morriss	5	—	31	1
S. Fox	5	1	19	1

"B" Team

C. E. M. Thomson, run out	26
L. G. C. Taylor, c. Morriss, b. Hansell	3
W. S. Read, c. and b. Hansell	0
E. S. Fox, c. Leslie, b. Hansell	17
H. H. Morriss, (Capt.), l.b.w., b. Grimshaw	13
J. M. Pearson, b. Clifford	11
W. H. Moule, b. Yates	36
E. G. Norman, not out	28
O. S. Crawford, did not bat	—
K. W. Tribe, did not bat	—
A. N. Other, did not bat	—
Extras	10
Total (7 wicket)	148

Bowling Analysis

	O.	M.	R.	W.
W. Hansell	14	1	39	3
W. Clifford	15	4	47	1
R. Grimshaw	5	—	23	1
T. Pearson	1	—	7	—
D. Yates	3	—	22	1

Poor Fielding By Customs Allows Parsees Easy Win

The four fielding of the Customs aggregation yesterday afternoon on the Race Course when they were up against the Parsee Cricket Club let the Parsees win in easy style. The Parsees would not have had it so much their own way if the opium hunters had been more successful in holding the leather. Regi for the homesters was in great form and put up a good 40 not out, ably assisted by R. Shroff 29, and S. Shroff, 23. For the visitors Wray, Ogden, Close and Nash reached double figures but their efforts were not sufficient to make the game theirs. Shroff with an average of 4.1 was the best bowler of the day. The final score was 129-80.

Parsee Cricket Club

W. Karanjia, b. Nash	15
R. Shroff, c. Nash, b. Ogden	2
R. Vaccajee, c. and b. Nash	0
K. Sarkari, c. Ogden, b. Nash	1
R. Ragi (Capt.), not out	40
K. Karanjia, c. and b. Nash	0
S. Shroff, c. Ogden, b. Currie	23
M. Kavarana, c. Barnes, b. Currie	0
M. Dagi, st. Wray, b. Ogden	4
V. Vaccajee, b. Currie	0
Extras	0
Total	129

Bowling Analysis

	O	M	R	W
Nash	7	—	35	4
Ogden	12	1	47	2
Currie	7	—	25	3
Barnes	5	1	20	—

Customs

Wray, b. Shroff	24
Ogden (Capt.), b. Shroff	15
Nash, b. Shroff	10
McMahon, b. Shroff	3
Currie, b. Shroff	2
Barnes, c. and b. Shroff	1
Mellows, b. Viccajee, b. Shroff	3

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Burke Close, b. Ragi	13
Jenkins, b. Ragi	3
Burdett, b. Shroff	3
Lovelock, not out	0
Extras	3
Total	80

Bowling Analysis

	O	M	R	W
Shroff	11.1	1	33	8
Daji	3	—	18	—
C. Karanjia	1	—	8	—
Ragi	7	1	18	2

Cricketers Back From Hankow After Victory

The Shanghai Cricket Club's team which returned from Hankow last Thursday after a more than pleasant visit, brought back with them recollections a good cricket and a better time. As already reported the Shanghai players were far superior to their hosts and in both innings proved easy winners. Stagg, Leslie, Grimshaw and Middleton all reached double figures in the first innings for the visitors and for the homesters Lanning and Mancell added 59 between them.

Tommie Pearson had an exceptionally good average taking four wickets for seven runs. In the second innings Leslie, Clifford, Barnes, and Pearson were responsible for most of the 175 runs put up by the visitors whilst Mancell, Reynell, Whitamore and Hatherby tried hard to make things even.

The following are the detailed results:

Hankow First Innings

F. Lanning, b. Pearson	40
G. Bailey, b. Grimshaw	4
H. Mancell, b. Tippin	19
H. Hatherley, c. Barnes, b. Grimshaw	0
E. Whitamore, c. Stagg, b. Grimshaw	4
Westwood, b. Grimshaw	7
E. Reynell, b. Pearson	5
B. Rigden, c. Barnes, b. Pearson	5
M. Reid, c. Tippin, b. Grimshaw	0
Vine, not out	2
G. Saunders, c. Lover, b. Pearson	1
Extras	2
Total	93

Bowling Analysis

	O.	M.	R.	W.
Grimshaw	21	8	38	5
C. G. Clifford	10	1	32	0
J. Tippin	5	1	11	1
C. G. Pearson	5.1	3	7	4

Shanghai—1st Innings

Middleton, b. Vine	10
C. G. Clifford, b. Reynell	9
G. B. Lover, b. Reynell	7
W. Stagg, c. and b. Reynell	67
H. Leslie, c. Vine, Whitamore	21
C. G. Pearson, b. Whitamore	8
W. Tribe, b. Whitamore	7
J. Tippin, l.b.w., b. Reynell	9
G. Barnes, c. Whitamore, b. Reynell	0
Grimshaw, c. and b. Reynell	20
E. Allen, not out	1
Extras	9
Total	156

Bowling Analysis

	O.	M.	R.	W
E. Reynell	16	1	60	6
S. Vine	9	1	33	1
E. Whitamore	8	0	36	3
W. G. Saunders	2	0	18	0

Hankow—2nd Innings

A. H. Mancell, c. Stagg, b. Tippin	30
F. Lanning, c. Stagg, b. Pearson	2
H. Hatherby, c. Grimshaw, b. Tippin	10
G. C. Bailey, b. Pearson	0
B. Rigden, b. Tippin	8
Vine, c. Lover, b. Pearson	4
E. Whitamore, b. Tippin	14
Westwood, b. Tippin	6
E. Reynell, b. Grimshaw	20
M. Reid, not out	6
G. Saunders, b. Grimshaw	0
Extras	3
Totals	103

Bowling Analysis

	O.	M.	R.	W.
J. Tippin	12	3	43	5
C. G. Pearson	17	6	38	3
Grimshaw	5.2	0	19	2

Shanghai—2nd Innings

C. G. Clifford, b. Whitamore	31
Middleton, b. Vine	6
E. Allen, c. Vine, b. Reynell	1
G. Barnes, b. Westwood	26
W. Tribe, b. Whitamore	3
H. Leslie, c. Bailey, b. Vine	53
C. G. Pearson, b. Vine	24
Grimshaw, l.b.w., b. Reid	3
J. Tippin, not out	1
G. B. Lover, did not bat	—
W. Stagg,	—
Extras	27
Total (for 8 wickets)	175

Bowling Analysis

	O.	M.	R.	W
E. Reynell	12	5	15	1
Vine	15	3	35	3
E. Whitamore	7	1	22	2
Westwood	5	0	27	1
W. G. Saunders	2	0	20	0
M. Reid	4	0	19	1

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Frawley To Repeat Plays That Made Big Hits Here

'Scandal,' 'Turn To The Right,' 'Lightnin' And 'Three Faces East' This Week's Offerings

Frawley is giving four request performances this week and before he and his merry band of players get through with Shanghai there will be many more requests. I see that in the plays advertised the most delightful of all productions "Three Wise Fools," has not been mentioned but it is bound to come and if I understand the taste of the local playgoers aright "Forever After" will also have to be presented again. Now for the show under notice. Tomorrow "Scandal" is to be served up. We love a little scandal here, but when it comes to a fine play excellently played than it is doubly enjoyed because it gives pain to no one and calls for both appreciation and pleasure. "Scandal" was finely produced here a week or so ago and the unanimous verdict was most favorable.

Tuesday will see "Turn to the Right" on the boards of the Lyceum Theater. It is one of those delightful little stories which grip the interest from the word go and never flags till the final curtain sends you away satisfied. I think of all the plays I have seen the present company in, it is "Turn to the Right" that gave me most satisfaction.

Wednesday is the day set aside for a repeat of "Lightnin." Frawley is "Lightnin" and his study is great. The way he fixes everything for everybody and at the same time pleases everybody on both sides of the footlights is delightful.

"Three Faces East" is a German spy play. It will keep you guessing from start to finish. There are all kinds of tense situations which keep the audience wide awake. All the plays mentioned can be recommended to those who have not already seen them.

Hildebrand Was In Movies

I had a nice long chat with Rodney Hildebrand yesterday. First I congratulated him personally upon his fine performance in "Forever After." He was really good and another good portrayal I call to mind was his "Judge" in "Three Wise Fools." He has had quite a long innings on the stage. From the earliest days he wanted to be an actor and after leaving high school he entered college but a few weeks showed him that he knew all that the institution could teach him so he deserted the midnight candle and the fevered students brow for the glare of the footlights.

He was born in a place called Chicago. Life has lately sent out aviators to find this spot and present reports say that it is within measurable reach of civilisation. It seems that there has been a little misunderstanding between the colors over there. The state is quite dry. Perhaps these reasons had something to do with Rodney Hildebrand going West.

Like the majority of American actors he has had one term with the movies. His principal pictures were those of the Bronco Bill type. He had to ride, shoot and do everything that the cowboy ought to do. I fancy from the look of him that he could do them all well.

By the way he bears so strong a resemblance to Jack Dempsey that I asked him if he was a boxer. He was very modest about it but before he got through I guessed that he was an athlete with a reputation and that his boxing days, if not always spent in the ring, were always successful. He evidently likes fighting. When America came into the war he was in Vancouver. He skipped over the border and joined up with Uncle Sam. He trained at Camp Kearney and while there was naturally interested in lots of theatrical show.

Wears Own Trench Hat

The regiment that he joined numbered among its enlisted men of many moving picture actors and little Mary Pickford not only gave her name to the regiment but she was also their very popular honorary colonel. He was sent over to France and got through without a scratch. That helmet he wears in "Forever After" is his own and the one he actually used when in the trenches 'Over There.'

When the armistice came he got back to the States and was demobbed early last January. He was not in civvy colthes long before he was called to Portland where he played in that stirring play "Madame X." He got his call from Frawley when this engagement ended and so we see him out here. He carries his clever little wife with him, and in his inside pocket he also carries a pocket book with three photos of a big bouncing boy who is sprawling all over the place. This big fellow smiles when he shows you the pictures and he is just as conceited as a dog with two wagging tails when he tells you that the photo is that of his son and heir. Fine little fellow he looks too.

Rodney Hildebrand
(By Domino)

CLAY BIRD SHOOTING FOR TITLE NEXT WEEK

Members Will Compete This Afternoon For Secretary's Silver Cup

At the Shanghai Clay Pigeon Club this afternoon members will compete for the Honorary Secretary's trophy, a silver cup. The conditions will be: 30 birds from Leggett trap under Murray cup conditions, sealed handicap.

The Shanghai championship shoot, 100 birds from the Leggett trap, will be held at the Club next Sunday. Shooting will start at 2:30 o'clock. The competition is open to residents of Shanghai. Entries must be sent in to Secretary A. P. Nazer before noon on Wednesday.

The championship competition, which was inaugurated in 1910, was held annually until 1917 when it was abandoned because of the war.

The following shows the previous winners of the title and the high scores:

1910—Magau trap:
L. Bourgeat, 93; C. W. Quelch, 89; H. E. Keylock, 88.
1911—Magau trap:
H. H. Read, 98; N. E. Moller, 93; F. L. Fearon, 93, A. K. Henning, 90; F. Ayscough, 90.
1912—Magau trap:
H. H. Read, 88; N. E. Moller, 83; A. H. White, 78.
1913—Leggett trap:
G. A. Derby, 88; H. H. Read, 85; J. G. Bell, 82.
1914—Leggett trap:
E. O. Cumming, 91; H. E. Gibson, 90; A. E. Algar, 88; G. A. Richardson, 88; H. H. Read, 88.
1915—Leggett trap:
A. H. White, 92; A. P. Nazer, 91; G. A. Derby, 89.
1916—Leggett trap:
G. A. Richardson, 82; W. E. Kent, 81; H. E. Gibson, 81.

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SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI LOCAL TIME IS ONE HOUR AHEAD OF RAILWAY TIME

SHANGHAI NORTH TO ZAHKOU—"DOWN" (MAIN LINE)

STATIONS	Local	Fast R.	Slow	Cattle & Goods	Local	Express R	Local	Local	Express R	Night Express
Shanghai North ..... dep.	....	7.35	9.00	10 00	....	14.50	15.50	...	19.15	
Jessfield ..... dep.	....	7.51	9.16	10.23	....	15.06	16.06	....	19.30	
Soochow ..... dep.	....	7.58	9.23	10.38	....	15.13	16 13	....	19.36	
Lunghua Junction ..... dep.	....	8.15	9 40	10.53	....	15.30	16.29	....	19 5	
Shanghai South ..... dep.	....	7.45	9.10	10.20	13.35	15.00	16.00	17.55	19.20	
Lunghua Junction ..... arr.	....	8.15	9.40	10.53	13.52	15.30	16.29	18 12	19.50	
Sunking ..... dep.	....	8.59	10.46	12.02	....	16 07	17.42	....	21 2	
Lehu ..... dep.	....	9.51	11.52	13.28	....	16.33	18 49	....	21 2	
Kashing ..... dep.	7.40	10.26	12 30	14.35	....	17 22	19.20	....	21.5	
Yahsh ..... dep.	8.45	11.05	13.15	15.50	....	17.53	....	....	22 2	
Changsi ..... dep.	9.45	11.41	14 00	16.50	....	18 24	....	....	22 5	
Hangchow ..... dep.	11.10	12 50	15 25	18.40	....	19.19	....	....	23 4	
Zahkou ..... arr.	11.35	13.10	15.50	19 10	....	19.35	....	....	24.0	

) KONZENCHIAO TO ZAHKOU (KIANGSHOO BRANCH LINE) ZAHKOU TO KONZENCHIAO

Konzenchiao .... dep.	6.50	8 25	11.25	14.00	15.55	17 30	23.00	Zahkou ..... dep.	....	10.10	12.25	...	....	18.40	....
Kenshangmun .. dep.	7.10	8.50	11.40	14.15	16.15	17 45	23 15	Hangchow .... dep.	7.30	10.40	12 45	4.55	6 40	19.15	23.40
Hangchow ..... dep.	7.20	9.15	11.52	14.24	16.25	18.07	23.25	Kenshangmun dep.	7.42	10.57	12.57	5.12	6.52	19.27	23.52
Zahkou ..... arr.	....	9.40	12.10	....	....	18.25	....	Konzenchiao .. arr.	7.55	11.10	13.10	5.25	7.05	19.40	0.05

R. Restaurant Car.

Little Jimmy

1. "JIMMY, WHEN WE GET TO THE LAKE YOU WATCH YOUR FATHER AND YOU'LL LEARN TO BE AN EXPERT FISHERMAN!"

2. "JIMMY, I'VE GONE OFF AND LEFT MY BAIT. IT'S JUST OUTSIDE OF OUR WINDOW ON THE HOTEL PORCH. IT'S IN A CAN RUN BACK AND BRING IT!"

3. "I SAY! COULD YOU SELL ME A LITTLE BAIT TO LAST ME 'TIL MY LITTLE BOY GETS BACK?" "NAW, SIREE! I AIN'T GOT NIGH ENUF FER M'SELF!"

4.

5.

6.

7. "THIS IS TOO MUCH! THE KIDS BEEN GONE A GOOD HALF HOUR I'VE GOT TO GO FOR IT MYSELF!"

9. AND IN THE MEAN TIME... "WHAT YOU WHITTLIN'?" "FISH POLE"

10. "KIN YOU CATCH FISHES WITH IT?" "YEW BET!"

11.

12. "SHUSH! DON'T MAKE A NOISE. COME TO THE PORCH JUST OUTSIDE OUR WINDOW. IT'S THE CUTEST THING!" "HAS JIMMY—"

13. "HEAVENS! MY BAIT!"

14. "OOH, MAMMA! LOOK! I CAUGHT ALL OF THESE WITH THIS POLE THAT SILAS WHITTLED FOR ME!" "I'M SILAS AN' I TEACHED HIM HOW TO NAB 'EM!"